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No. 22,271 號壹拾柒百貳千貳萬式第 日四初月壹拾年巳己 HONG KONG, WEDNESDAY, DECEMBER 4, 1929. 叁拜禮 日曆月式拾年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after NOVEMBER 27th, 1929, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon Dep.	8.40	8.55	9.30	9.58	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.10	7.40
Yanmat Dep.	8.49	9.04	9.39	10.07	10.37	11.07	11.37	12.07	12.37	1.07	1.37	2.07	2.37	3.07	3.37	4.07	4.37	5.07	5.37	6.07	6.37	7.07	7.37	8.07
Shatin Dep.	8.51	9.06	9.41	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.10	7.40	8.10
Taipei Dep.	7.15	7.30	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	4.05	4.35	5.05	5.35	6.05	6.35
Market Dep.	7.20	7.35	8.10	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40
Fanling Dep.	7.30	7.45	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20	3.50	4.20	4.50	5.20	5.50	6.20	6.50
Sheung-shui Dep.	7.35	7.50	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55
Sham-chun Arr.	7.41	8.06	8.41	9.11	9.41	10.11	10.41	11.11	11.41	12.11	12.41	1.11	1.41	2.11	2.41	3.11	3.41	4.11	4.41	5.11	5.41	6.11	6.41	7.11
Canton Arr.	12.05	12.30	13.05	13.35	14.05	14.35	15.05	15.35	16.05	16.35	17.05	17.35	18.05	18.35	19.05	19.35	20.05	20.35	21.05	21.35	22.05	22.35	23.05	23.35

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Canton Dep.	8.10	8.35	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.10	7.40
Sham-chun Dep.	7.17	7.42	8.17	8.47	9.17	9.47	10.17	10.47	11.17	11.47	12.17	12.47	1.17	1.47	2.17	2.47	3.17	3.47	4.17	4.47	5.17	5.47	6.17	6.47
Sheung-shui Dep.	7.25	7.50	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55
Fanling Dep.	7.30	7.55	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	13.00	13.30	14.00	14.30	15.00	15.30	16.00	16.30	17.00	17.30	18.00	18.30	19.00
Taipei Dep.	7.40	8.05	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.10
Market Dep.	7.44	8.19	8.44	9.14	9.44	10.14	10.44	11.14	11.44	12.14	12.44	1.14	1.44	2.14	2.44	3.14	3.44	4.14	4.44	5.14	5.44	6.14	6.44	7.14
Shatin Dep.	7.57	8.22	8.47	9.17	9.47	10.17	10.47	11.17	11.47	12.17	12.47	1.17	1.47	2.17	2.47	3.17	3.47	4.17	4.47	5.17	5.47	6.17	6.47	7.17
Yanmat Dep.	8.11	8.36	9.01	9.31	10.01	10.31	11.01	11.31	12.01	12.31	13.01	13.31	14.01	14.31	15.01	15.31	16.01	16.31	17.01	17.31	18.01	18.31	19.01	19.31
Kowloon Arr.	8.17	8.42	9.17	9.47	10.17	10.47	11.17	11.47	12.17	12.47	1.17	1.47	2.17	2.47	3.17	3.47	4.17	4.47	5.17	5.47	6.17	6.47	7.17	7.47

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LIONS, A LEOPARD AND A TIGER LOOSE!

THRILLING EXPERIENCES OF A CIRCUS PROPRIETOR.

FORTY YEARS IN THE FAR EAST.

SPECIAL INTERVIEW WITH MR. "BILLY" HARMSTON.

It is extremely unlikely that even the most seasoned big-game hunter, who delights in "cussing the few hairs on the scalp of his fellow club-members to stand on end, has ever enjoyed the doubtful pleasure of hunting at night a full-grown tiger among tombstones and a lion, its mate, and a spiteful leopard. Add to the already obvious disadvantages of the hunt the fact that one's only weapon is an oil-lamp which will not keep alight, the comforting knowledge that the animals have not been fed, and that a large village is quite near—every house (or shack) of which has an open doorway—while one's only assistants are half-scared "boys" and even the most hardened hunter will admit that the proceedings offer a decided "kick"!

A Whirlwind.

Such was one of the thrilling experiences which befell Mr. "Billy" Harmston during his 40 years of touring the East with a circus. "You ask if I was scared," said Mr. Harmston to a *Daily Press* representative. "Well, I didn't feel any too comfortable about it! We had pitched our tents near the famous Pass at Koon Radja and, all day long, had the usual crowd of chattering onlookers to bother us that one usually finds among the Indian villages.

"At night, a terrific whirlwind swept through the Pass without warning. I knew that the ring cage had been erected in readiness for the next day, but did not worry much about it when the cage was picked up and thrown about in sections, merely thanking my lucky stars that a performance was not taking place at the time.

"But I soon had other things to claim my attention, for a flying tentpole had lassoed a Chinese boy around the neck and nearly strangled him, while a heavy tent pole had struck another boy with such force that we feared at first his back was broken. Confusion reigned supreme but, with the assistance of my European staff, I managed to restore some semblance of order.

Raced the Lioness!

"We made the two unfortunate boys as comfortable as possible and, telling my 'Number One' to repair any damage as soon as the wind subsided, I went to my tent, which had been re-erected, to turn in. No soon had I commenced to undress than the tent flap was thrown open and the lion-tamer staggered through the opening.

"Sir," he gasped, "two lions, the big tiger, and a leopard are loose!"

It appears that the animals had been turned out of their "den" cages into the huge ring cage, in which they were wont to perform, while the smaller cages were being repainted.

"I snatched up a hurricane lamp," continued Mr. Harmston, "and rushed out in the wake of the lion-tamer. The wind had dropped but the rain was coming down. The lamp spluttered out as soon as I was in the open, and our only light was provided by the vivid flashes of lightning which, on one occasion, revealed the leopard fighting savagely with two of our dogs which were killed in a few seconds.

"The eight appeared to restore the tamer's nerve. Shouting to one of his boys to open the leopard's cage, he seized the spluttering animal by the throat from behind, hurled it into the cage, and slammed the door shut.

Her Scared Mate.

"But her mate offered a different proposition. Sacred almost out of his wits, he had crawled underneath a wagon where he lay lashing his tail and snarling. Only after a great deal of trouble was he driven out into the open and finally enticed into his cage.

"But the tiger had bolted over the hill and into a cemetery. I tell you, it was no pleasant task creeping around among tombstones in the dark looking for a tiger almost as big as a donkey! Furthermore, we had not had the animal long, and I was doubtful as to the extent of its tameness.

"I was creeping around a tombstone depicting a flying angel when I stumbled over a little Japanese boy who was calmly seated on the wet grass smoking a cigarette.

"Master no makee noise," he cautioned. "Tiger he all-b'long asleep."

"And so he was! The tiger had slunk through the cemetery until

he came to the railings at the far end. Probably under the impression that the iron railings were the bars of his cage, the tiger had slung down against them and, oblivious of the rain, was in a half-doze. We quickly built the ring-cage around him, got an elephant to drag his den-cage to the spot and, before you could say 'Jack Robinson,' the tiger was safely inside again.

Miss L. E. Fant.

"Another disturbing occurrence shortly afterward will always live in my memory. We had a large elephant which was inclined to be very bad tempered and, even in India, it was difficult to find a mahout who could manage her in a crowd. Finally, an elderly Irishman joined the circus in Java and to everybody's surprise, he and the elephant became very firm friends as soon as they met. Proud of his 'conquest,' Paddy used to play with the elephant, one of the things which pleased her most being his little trick of blowing gently up her trunk.

"One day, however, I heard a terrific scream and, rushing to see what was the matter, found poor Paddy lying unconscious on the ground. It appears that he had been smoking a strong pipe shortly before, and, forgetting that elephants have a wonderful sense of smell, had performed his usual trick with her before his breath was properly rid of the taint of the tobacco. The elephant had promptly knocked him down, stepped on him, gored him with her tusks, and then resumed munching hay as though nothing had happened.

"We had a cockatoo a year ago which had an inordinate passion for drinking water, so much so that he was called 'T.T.' This bird would drink water until he was bloated with it, and we had to frequently hold him upside down and squeeze his crop until the water poured out of his beak and relieved his pain."

Mr. Harmston's father and grandfather were connected with circus life before him.

"I was a year old when I came East with a circus," said Mr. Harmston. "In 40 years of this life one travels about a great deal. There is something about it, though, which grips one, and I have known old men who have been fortunate enough to save enough money to retire upon, refuse the comparative comfort of a settled life, being content to drift about as an 'animal-keeper' or a 'super.'"

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[FROM A LONDON CORRESPONDENT.]

PART II.

There are more 6-cylinder cars than ever this year—in fact, statistics show that there are not very many more 4-cylinder types now than there are 8-cylinders. In the 15 h.p. medium-size class there are several interesting newcomers, "Sixes" that are taking the place of previous "Fours."

In this group probably the most interesting is the new Singer Six, which, selling as a chassis at £170 and as a 4-door saloon, with chromium plated fittings at £275, is Britain's cheapest "Six." The engine differs from other Singer models in having side-valves; the bore and stroke are 65 and 90 mm. respectively, the cubic capacity being 1,792 c.c. The three-speed gearbox is centrally controlled. A new style radiator in keeping with the low build of the chassis is employed, cooling being by thermo-siphon assisted by fan.

This new Singer has very attractive lines and its performance is stated to be excellent, 60 m.p.h. being within the range of top gear, while at the other end of the scale the engine will tick over at 3 m.p.h. and give good acceleration.

The Standard 15 h.p. model is a "six" with a fine reputation. Built to carry a more roomy body, the latest Envoy model has a slightly larger engine, longer wheelbase, etc., than the ordinary model. Also Silentbloc bushes are used in the spring shackles and the throttle and ignition controls, together with the light switches, are neatly grouped in the centre of the steering wheel.

An interesting type of body developed by the Standard Co. as being particularly suitable for the tourist who wishes to carry an exceptionally large amount of luggage is the Tourist Coupe. This will carry five passengers under the roof, but if desired, the back seat and squab may be removed leaving the whole of the rear compartment free for luggage.

The Smallest British "Six."

To the Armstrong Siddeley 12 h.p. model goes the distinction of being the smallest British "Six." This has an engine of 56 and 84 mm. bore and stroke, with a cubic capacity of 1,236 c.c. Despite the small dimensions of its power unit, however, the Saloon model is capable of a fine turn of speed and is flexible, too. Some 85 m.p.h. can be achieved on top. The new radiator is employed in which the colour is finished to match the car, with a narrow heading of chromium to throw it into relief.

Well-known Four Cylinder Cars.

An extremely successful 4-cylinder car is the Hillman Fourteen with which Rootes, Ltd., are doing a considerable Export Trade. In the latest models, however, a number of improvements have been incorporated; for instance, the chassis frame has been redesigned to give greater strength and this allows the batteries to be housed inside the frame; the brakes, too, have been further improved and their performance is stated to be remarkably good.

Of Hillman body styles, the latest Segrave model has been designed by Sir Henry, working in close collaboration with the Hillman Co. It has an even better appearance than the original 2-door type, whilst at the same time it allows greater ease of entry and exit. Sir Henry Segrave is a body designer of exceptional brilliance and has studied design in America and several European countries.

The Lea-Francis Co. are concentrating on 4-cylinder 1½ litre cars for the 1930 season. It will be remembered that the 12/40 h.p. model won the Tourist Trophy Race in Ulster last year and the Irish International, the Junior Car Club's Double-Twelve and Le Mans were further successes. But the really outstanding feature about these achievements is that they were performed on production models such as can be purchased by the public. Thus, when the Hon. Mrs. Chetwynd set up a new 12-hour record at Brooklands in Class F., she did so in a car that she had actually been using for shopping for six months.

The Lea-Francis people may be said to be the pioneers of super-charging for genuine touring cars and their models attain exceptionally high top speeds for the engine capacities: 85 and 100 m.p.h. is well within the range.

Those Sturdy Nines.

A very good answer to the charge that small British cars are unable to stand up to the arduous conditions of Overseas countries is contained in the latest achievement of a privately owned Riley Nine. This car was driven from Singapore to London, a distance of about 13,000 miles and holds the distinction of being the smallest car successfully to complete this journey which included some of the wildest country that can be met.

The Riley Nine is undoubtedly a leader in its very useful class and, indeed, set a fashion with the four-speed gearbox in which third gear is as quiet as top owing to the use of constantly meshed helical toothed gear wheels. Few chassis alterations have been made for 1930 in this very popular 1,100 c.c. car; a steel apron is now fitted between the front dumb irons and the headlamps are mounted on a cross tube between the mudguards. A special engine can be fitted to any model at a slightly increased price and this carries a guaranteed road speed of 65 m.p.h.

Alterations to the 9 h.p. Humber, the smallest of the range are few. Of course, the new pattern radiator is fitted and chromium plating is standardised. At the same time, this model illustrates very clearly the great efforts that have been made during the last year or so to make motoring easier and safer on even the smallest cars. Unlike earlier cars of the "Baby" type, the present low centre of gravity assists roadworthiness and cornering; every control is just to hand for easy driving; powerful dipping headlights make night driving safer and less tiring and wide use is made of Triplex glass.

Increased Comfort at Low Cost.

Improvements in the 9 h.p. Standard mostly concern bodywork. The Teignmouth Saloon gives ample leg room and comfortable seating for four tall people. The front seats are independently adjustable by means of a small lever and the new models have six lights.

MOTOR NOTES.

REGISTRATION OF
CONTRACTORS.

The Bill concerning the regulation of road transport which is being brought in the Government during the next few months will, believes *The Commercial Motor*, embody a scheme of particular interest to haulage contractors, and we gather that it has the support of the purely haulage-contractor bodies.

Amongst its clauses are the registration and licensing, on specified lines, of hauliers before work for others can be undertaken, and a bar on hiring or contract haulage by any other parties than those genuinely in the trade and duly licensed. At the present time there are many owners who use vehicles for their own traffic and who do haulage for others as, what may be termed, a side line, and thus compete with the bona-fide haulier, and this often at rates which are economically unsound.

There is much to be said in favour of the scheme, although it is bound to meet with considerable opposition. In few other trades is price-cutting so rampant, and it may be that with more thorough organization the whole status of the haulage industry could be raised. On the other hand, it will undoubtedly constitute a hardship if the user whose own haulage work occupies but a small proportion of the possible working time of his vehicle be enforced to keep it idle. It may be, however, that in such instances, there could be a combination of interests to permit some measure of co-operative use and thus avoid vehicle-capacity wastage.

WHERE TO PUT THE
STARTER?
A SUGGESTION.

There are many strange features on modern cars, not the least of which is that on several models the starter button is operated by the left foot. This position for the button makes it awkward for the load on the battery to be eased by holding out the clutch—and so relieving it of the work of churning the thick oil in the gearbox—and it makes it necessary for one to go into neutral when the engine is inadvertently stopped, thus adding to one's discomfort and ripening one's blushes when one gets in a tangle in traffic.

Surely if the starter button must be foot-operated it would be better if it were placed where one could get at it with the right toe—"Focus" in *The Light Car and Cyclecar*.

This comprises four hydraulic jacks permanently fixed to the car; they are operated from a central reservoir, the control being mounted on the running board. Thus, any necessity for crawling or groping under the car to locate or operate the jack is abolished and jacking is, at once, shorn of all its terrors.

The ability to raise all or individual wheels from the ground without effort will be appreciated and found most useful for adjusting brakes, etc.

A useful feature about all the Standard closed models, except the Fulham, is the Stanlite Sliding Roof. This simple device gives the owner the advantage of two cars at the cost of one, for full advantage can be taken of sunshine to have the roof open, while, for rain or in cold weather the arrangement ensures the closed comfort of the saloon. Further, it is not always realised to what extent the roof cuts off the view when traversing mountainous country. This trouble is eliminated with the Stanlite design.

Several new body designs and considerable improvements in existing body types, with an entirely new radiator, are the keystones of Triumph policy in connection with the Super Seven. This, again, is a car which has won its reputation in the Overseas markets by sheer achievement. It is remarkable for embodying most of the features of large car practice. Thus, for instance, the 7.9 h.p. engine has a 3-bearing crankshaft and hydraulically-operated 4-wheel brakes on the Lockheed principle are employed.

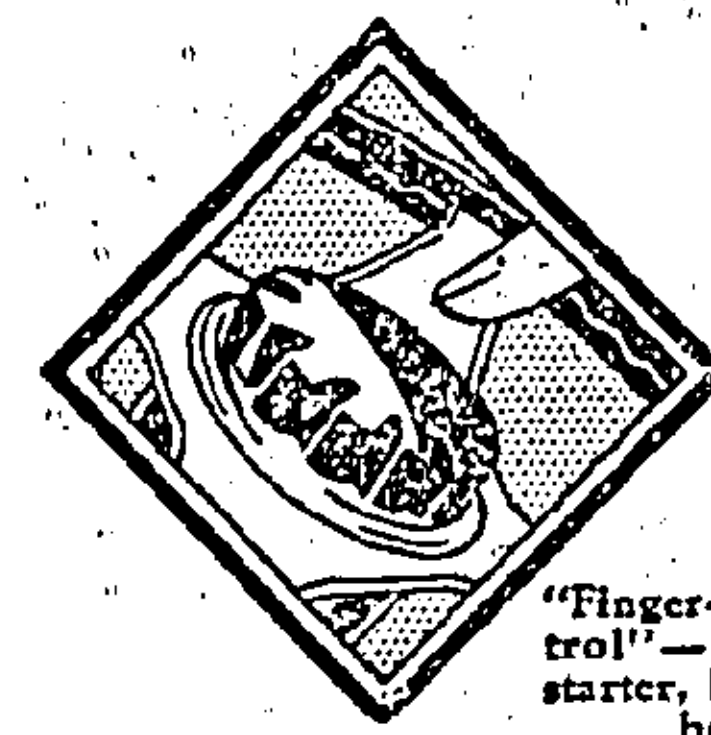
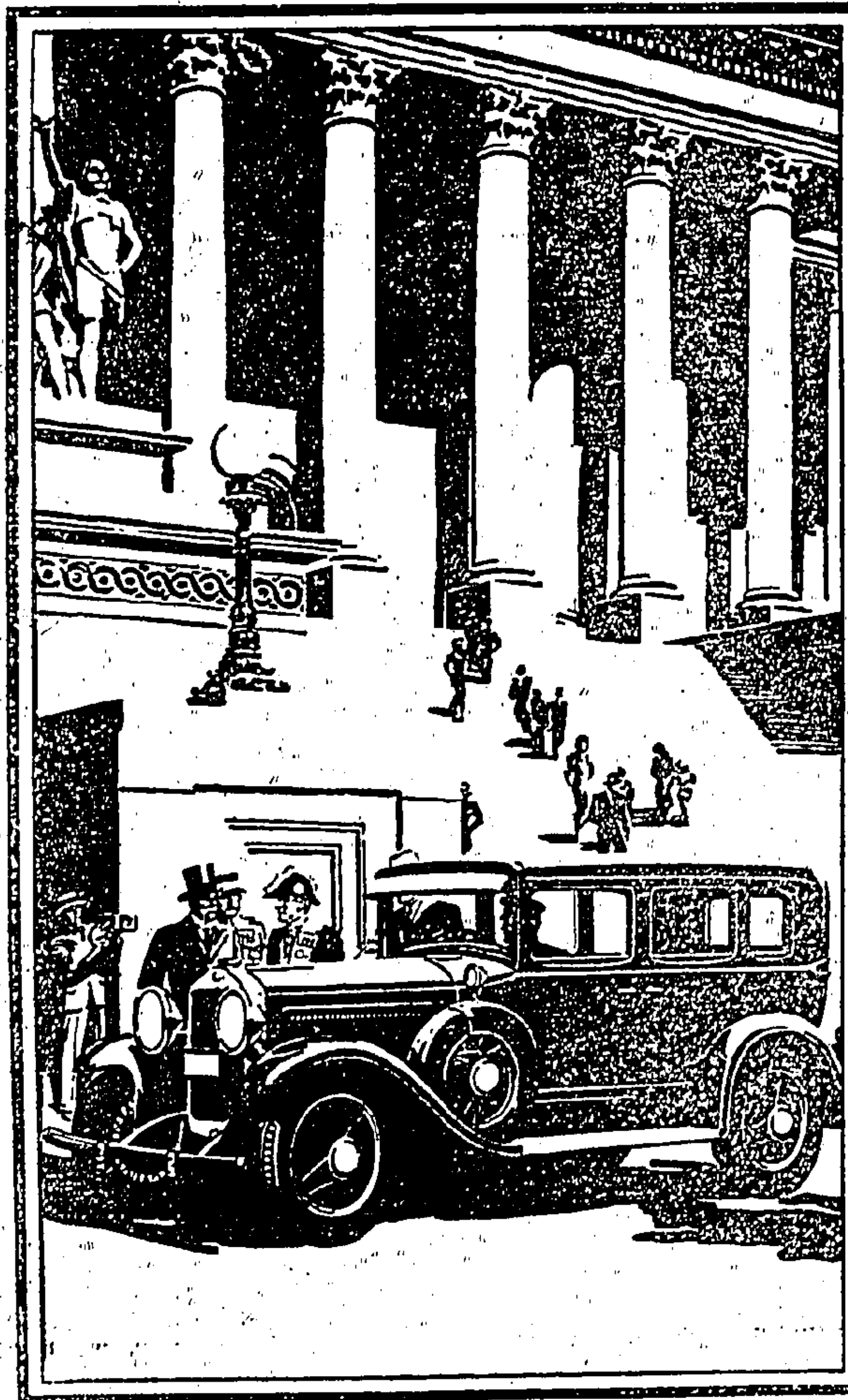
The new radiator is higher than in the past and its appearance is greatly improved by the narrow chromium plated shell of ribbon type which surrounds it.

Coil Ignition for Singers.

A remarkable fact immediately apparent from an examination of 1930 models is the great rise in popularity of coil and battery ignition since last year. At that

Accessories Worth Having.

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The heavy, perfectly balanced seven-bearing crankshaft of the new Willys-Knight "70-B" reduces vibration to the minimum. The improved frame construction gives extra strength and rigidity, resulting in an unusually high order of riding comfort.

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WILLYS-KNIGHT 70-B CARS

SEDAN	\$3,800
Tourer	\$3,280
Coupe	\$3,600
Cosch	\$3,600
Roadster	\$3,360

LOWER COST OF OPERATION

(All prices and specifications subject to change without notice)

New Style

WILLYS-KNIGHT "70-B"

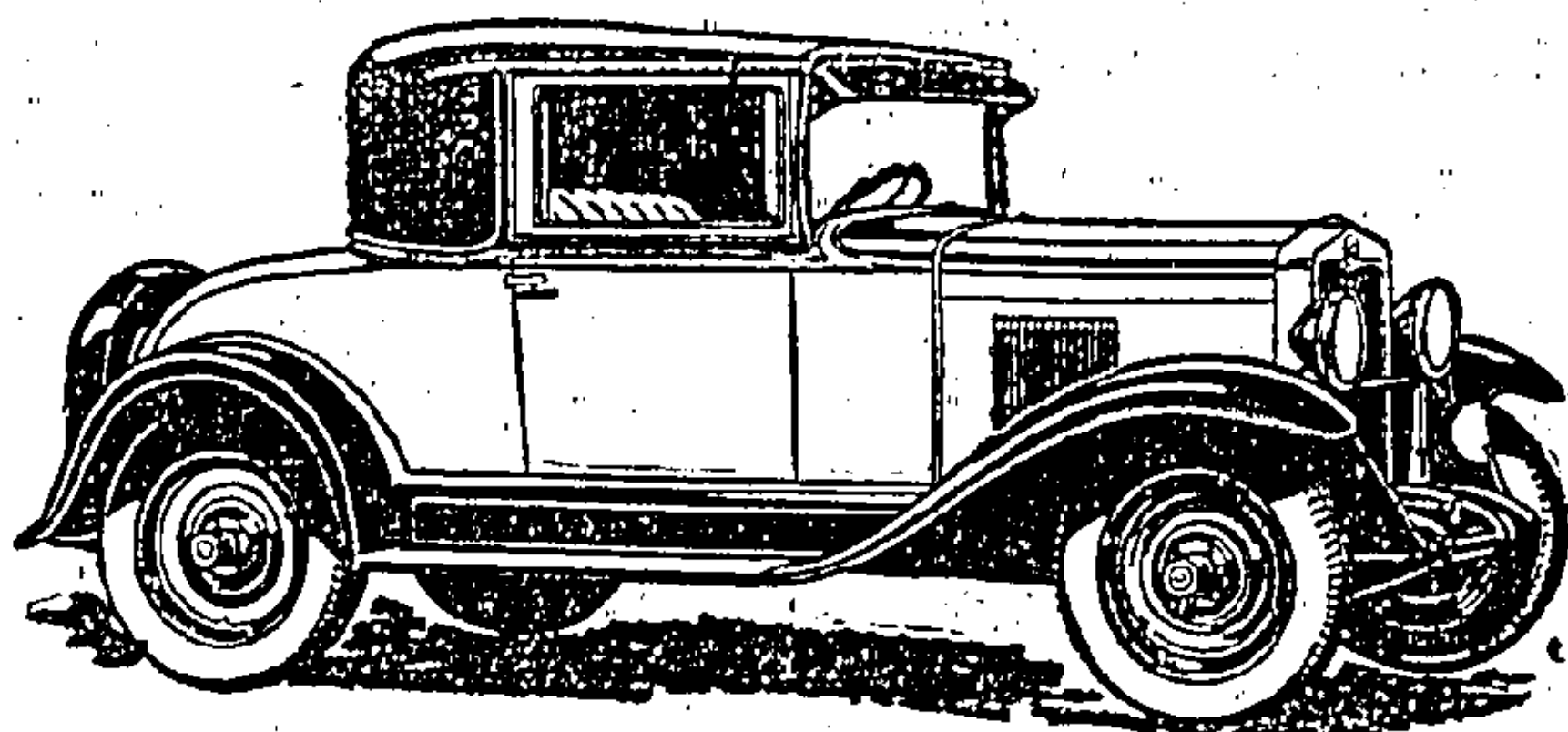
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TEL. C. 290.

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132, NATHAN ROAD, KOWLOON.
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WILLYS-OVERLAND FINE MOTOR CARS

Come for a Ride in the
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CHEVROLET

You who have driven cars costing more than the New Chevrolet—take a ride in the Outstanding Chevrolet of Chevrolet History. You'll be amazed that such power, speed, fast acceleration and fuel mileage are obtainable in a low-priced car. As for comfort—see how Fisher Body craftsmen have incorporated features hitherto found only in cars costing more—features that provide comfort never before experienced in cars in the low-priced field.

CHEVROLET

A Six in the Price Range of the Four.

THE HONGKONG HOTEL GARAGE.

The new Chevrolet Coupe upholstered in taupe Corduroy.

The Outstanding Chevrolet of Chevrolet History.

DIRT TRACK DEPRAVITY.

(By LAURENCE H. CADE.)

[Note.—This article appears in the current issue of "The Con-Rod."—Ed.]

What are we coming to? No, my lad, never conclude your sentence with a preposition. What I mean is, What next? That's right, now then: About a year ago the country went to the dogs. The intelligent and thinking public, as it is termed by the candidate for Municipal election, was kidded into the belief that dog racing was ever so much more exciting than horse racing. It really wasn't, or isn't; but you did not have to go so far to lose your money.

You could spend the evening in town and hand over the dough to the bookmakers without having to suffer the discomforts attendant upon a horse race meeting and that was a very great convenience. They tell me that the dogs are not wagging their tails so vigorously just now and that Greyhound Racing shares are all right for the bears but no good for the bulls. I do not know much about this animal stuff, but I daresay it is right. But having gone to the dogs, we have now descended to the dirt. And very nice too, thank you.

The first cinder shifting business I saw made me a "fan" at once. I was introduced to the new game by Mr. A. J. Hunting, who has probably seen more of it than any man living, and wants to see a lot more. So do I. I want to see Billy Lamont, do some more of his stunts on the curves, when he wraps the front wheel round his neck or knocks the paint off the safety fence with his handle bars.

I want to see Vic Huxley send fireworks out of his exhaust pipe while his Douglas roars defiance at the lesser stars. I want to see Frank Arthur taste the cinders and spit out those he does not need. You see I have got the depraved taste for the dirt track. But the big thrill is to see two of the broadsiders scrapping each other with their handlebars locked and their back wheels skidding in unison.

The Girls.

They told me a little while back that we were going to have dirt track girls. I hope not. I should hate to see the little darlings spilling themselves all over the track. I think girls look best on the flapper bracket of a touring mount with their dainty little frilleries blowing about in the breeze. They would not look at all nice with goggles and face protectors and steel boots and leather breeches.

and all that. There is all the difference between scratching your arm and tearing it, and I think that our motorcycling girls go quite far enough when, like Mrs. McLean, they beat the foreigners in an International Six Day's Trial.

Girls are fine for cinder shifting in home hearths, but I do not think that we want to see the Cinderellas on the speedways, though I did hear that International Speedways were putting up a Silver Slipper.

The Passing of Arthur.

One of the most extraordinary spectacles I ever saw occurred on the White City Speedway. The hero of it was Frank Arthur. Another rider had bitten the dust in his immediate path, and it was all the World to a China Orange that Arthur would ride over the fallen man who, like an ostrich, had buried his face in the cinders so as not to see what was coming to him. Arthur did a double hairpin turn, dodged the prostrate one and was shot off like a catapult into the fence, from which he rebounded like a rubber ball.

The old lady in the bleachers hadn't finished gasping before Arthur was away again with his front wheel leaning over at one angle and his rear wheel at the other. The same afternoon Billy Lamont did a back wheel and came home on the chain sprocket with a few bent and broken spokes digging into the cinders.

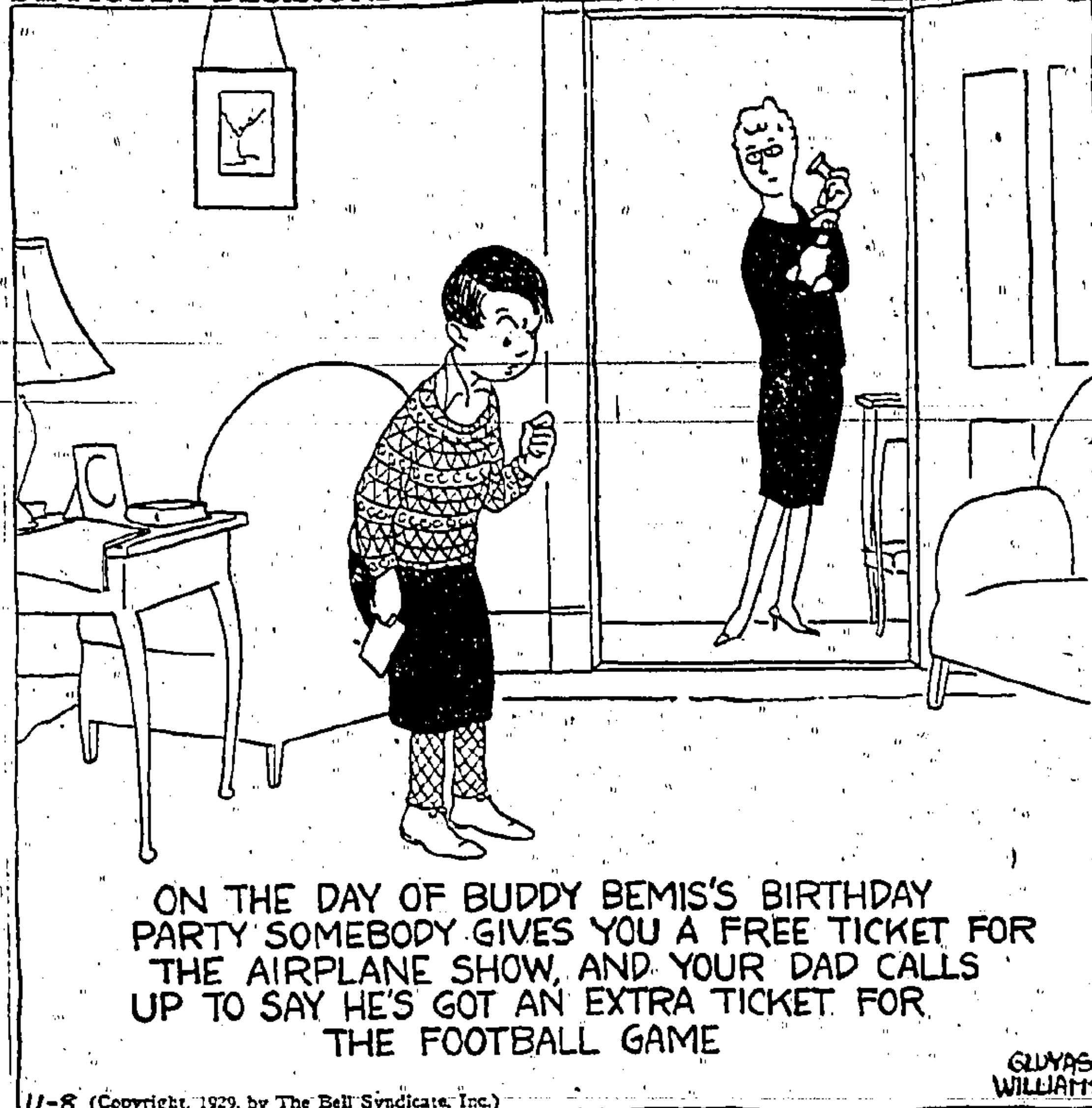
But you can get plenty of excitement from the cinder tracks without watching a race. You should see the sporty boys start up their machines after watching the racing. They open their throttles and get quite annoyed at their silencers for being so efficient. They slide round the corners and dig their feet into the ground.

They pivot on their footrests and raise merry Cain with the traffic outside. And sometimes they assist in the cleaner street movement of London by chewing a few odd stones and a peck or two of dust.

It's a gradely game is this dirt track business, but I wish my next door neighbour wouldn't practise on his gravel path outside my bedroom window. It is a rotten serenade in the early morning. Besides, he sometimes skids into our Dorothy Perkins rosebush and we want all our thorns.

DIFFICULT DECISIONS

By GLUYAS WILLIAMS



ON THE DAY OF BUDDY BEMIS'S BIRTHDAY PARTY SOMEBODY GIVES YOU A FREE TICKET FOR THE AIRPLANE SHOW, AND YOUR DAD CALLS UP TO SAY HE'S GOT AN EXTRA TICKET FOR THE FOOTBALL GAME

11-5 (Copyright, 1929, by The Bell Syndicate, Inc.)

GLUYAS WILLIAMS

SMALL CARS AS TENDERS.

Signs are not wanting that for the coming year many a large-car stable will have an addition in the shape of a small four-cylinder or six-cylinder light car. The scheme is appealing particularly to men who use their cars daily for business journeys, from home to office or for station work, and who appreciate the fact that whereas a big seven-seater is ideal for week-end parties and so forth, the use of the same car for a great many journeys is slow, tedious and expensive.

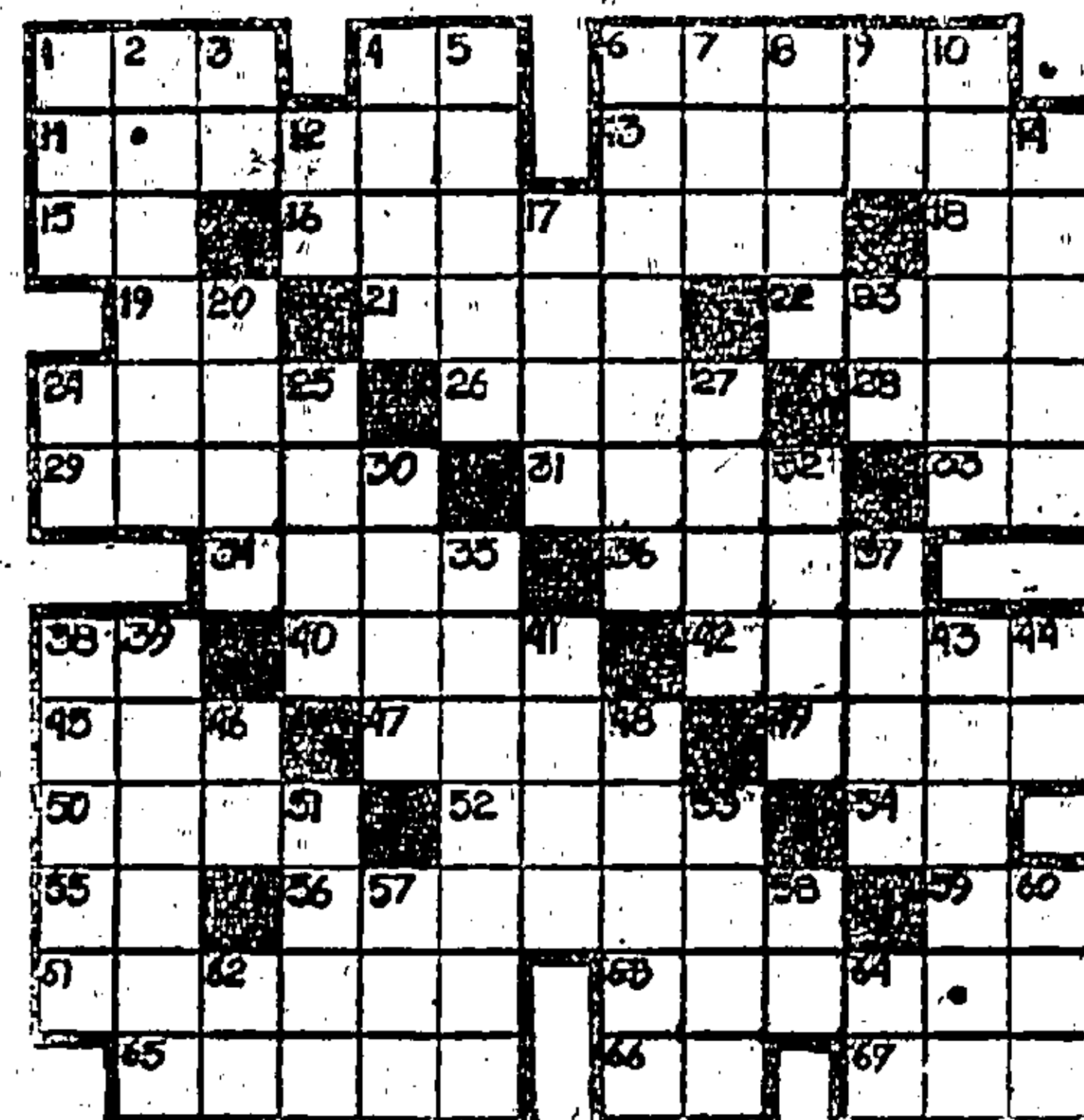
A big impetus to this tendency for the small car to create two-car owners, says *The Light Car and Cyclecar*, would be given if the man who ran more than one car were given a concession in connection with the horse-power tax. Mr. Snowden's attention might well be called to the benefit which such a move would be to the unemployment problem.

WHO ARE THOSE "PEDESTRIANS"?

Commenting on the formation of an organization entitled "The Pedestrians' Association," *Motor Cycling* says:—"A point which we wish to emphasize in the ridiculous nature of this word 'pedestrian.' In an age when the entire population travels either by public means of transport or on their own vehicles, it is surely as useless to classify anyone as a pedestrian as it is to term any member of the public a 'motorist.' It is obvious that for the greater part of his

time the so-called motorist is walking. We have come to the conclusion that the only useful purpose which the Pedestrians' Association could serve would be to educate us all when we travel on foot. It could impress upon us that when we walk we should propel ourselves with the same caution that has to be observed by drivers of vehicles. When everybody realizes that they must think before they move and then move with discretion, the root of the majority of accidents will be removed. 'Drive yourself as you would drive a motor vehicle—with intelligence' should be the slogan of the Pedestrians' Association."

CROSSWORD PUZZLE.



Horizontal.

- 1.—Wooden pin.
- 4.—Fourth note of scale.
- 6.—Plants.
- 11.—Pertaining to nnode.
- 13.—Foreigners.
- 15.—Father.
- 16.—Pertaining to plants or animals.
- 18.—Close to.
- 19.—Pronoun.
- 21.—Girl.
- 22.—Greek Juno.
- 24.—Reports of events.
- 26.—To give out.
- 28.—Seine.
- 29.—Fatty oil constituent.
- 31.—Russian peasant.
- 33.—A compass point.
- 34.—Gaiter.
- 36.—Apartment.
- 38.—Conjunction.
- 40.—Address to gentlemen.
- 42.—Pledge to marry.
- 45.—Encountered.
- 47.—Fine network.
- 49.—Woody plant.
- 50.—Egyptian sacred bird.
- 52.—Tough crowd.
- 54.—Printer's measure.
- 55.—Symbol for tantalum.
- 56.—Streets.
- 59.—Italian river.
- 61.—Dull.
- 63.—Lifted.
- 65.—Adversary.
- 66.—Comparative ending.
- 67.—Mineral.

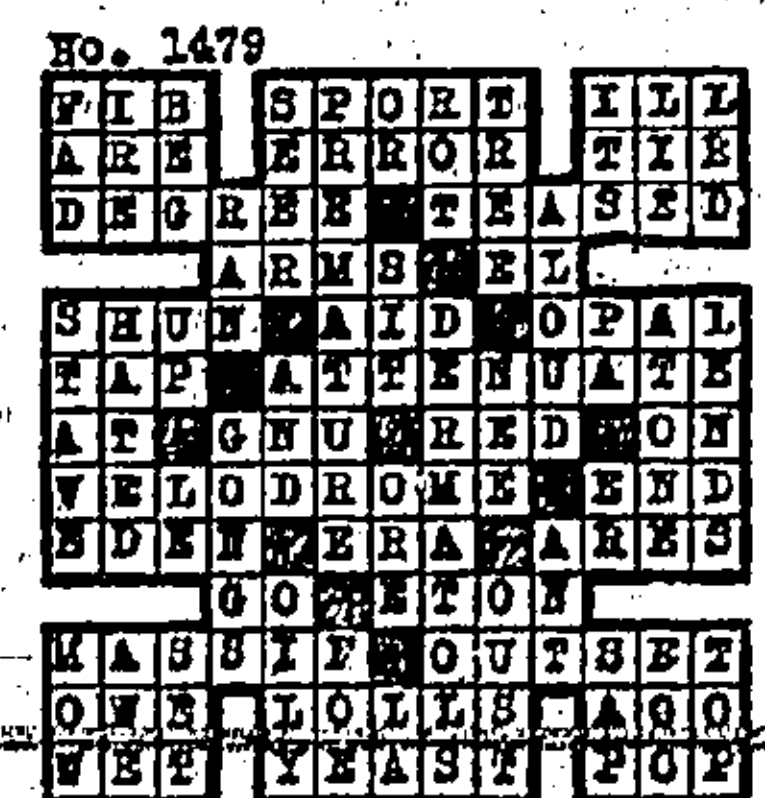
Vertical.

- 1.—Soft food.
- 2.—Hard outer covering.
- 3.—To depart.
- 4.—Agricultural tract of ground.
- 5.—Seaweed (Latin plural).
- 6.—More convenient.
- 7.—Man's name.
- 8.—Wealthy.
- 9.—To exist.
- 10.—Craps.
- 12.—To act.

- 14.—Nation.
- 17.—Points.
- 20.—Mother sheep (plural).
- 23.—Half an em.
- 24.—Negative.
- 25.—Drinks slowly.
- 27.—Horse's gait.
- 30.—Part of finger.
- 32.—Place of defense.
- 35.—Play involving calamity.
- 37.—Greater in number.
- 39.—Leaves out.
- 40.—Refund.
- 41.—To examine closely.
- 43.—Fit of wrath.
- 44.—Masculine pronoun.
- 46.—Last note of scale.
- 48.—To become available.
- 51.—Transaction.
- 53.—Cog wheel.
- 57.—Vigor.
- 58.—Symbol for silicon.
- 60.—Foem.
- 62.—Upon.
- 64.—Therefore.

This puzzle took 22 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.



QUEEN'S

100 % TALKING

COQUETTE

with

MARY PICKFORD

Her supreme debut!

—ADDED ATTRACTIONS—

FOX MOVIE TONE NEWS

SERGEI STUPIN

Celebrated Russian

Cellist

LOIS MORAN

IN

"BELLE OF SAMOA"

WEDNESDAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20.

CHURCH ON WHEELS.

STRANGE USES FOR CARS.

Two uncommon motor vehicles have just been completed to special order by British manufacturers. They are a travelling bathroom, ordered by an Indian Prince, and a motor church, built to the specification of a Christian missionary society.

The mobile bathroom is built on a 30 cwt. chassis and the interior includes a porcelain lined bath, wash-hand basin, divan and dressing table, all of which are cleverly designed to fit into the relatively small space available.

An ingenious apparatus, controlled by a thermostat, transfers the waste heat from the engine to the bath water system, ensuring a constant supply of hot water. Special springs and Dunlop pneumatic tyres are fitted to the vehicle to ensure smooth running over rough jungle tracks. The car is to be used in the Prince's hunting expeditions and is fitted with a special glass which permits a clear view from the interior without the occupant being visible from the outside.

The motor "church" is mounted upon a lorry chassis fitted with Dunlop tyres and it is equipped with an altar and reredos. The body is built so that it can be used as a pulpit and the vehicle was constructed before it was put into service.

STAR

JOSEPH M. SCHENCK presents

Norma Talmadge



HENRY KING'S PRODUCTION

The WOMAN DISPUTED with GILBERT ROLAND

FINAL SHOWING TO-DAY at 5.30.

At 9.15

SAMOAN DANCERS

WORLD



ALPHONSE ETHIER and "FLASH" in "SHADOWS OF THE NIGHT"

FINAL SHOWINGS TO-DAY

At 5.15 & 9.20.

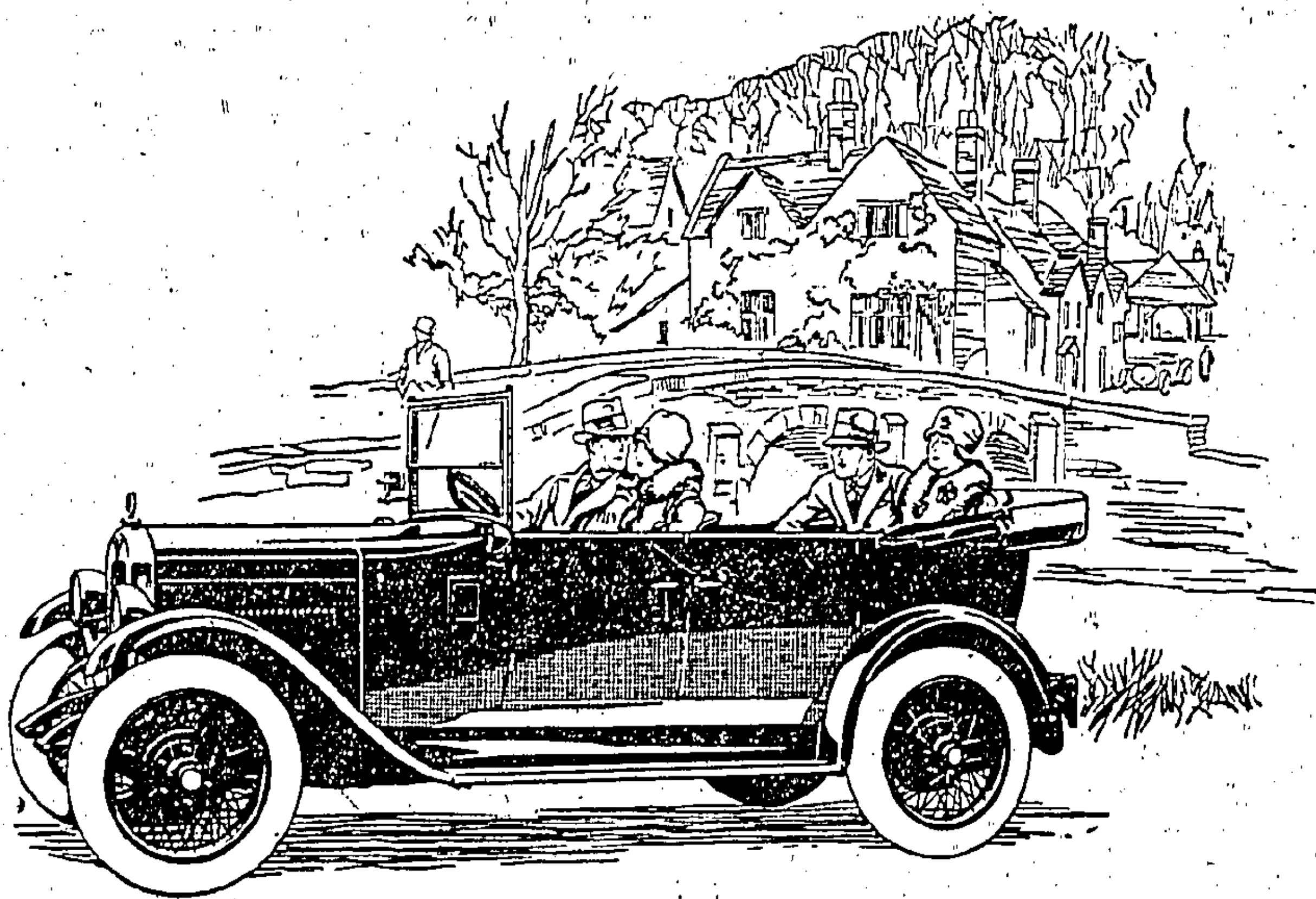
At 2.30 & 7.15

Chinese Picture

"Flute of Tears."

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1929. WITH INDEX. PRICE—\$7.50. For Sale at the HONG KONG DAILY PRESS Office.



EFFICIENT, GRACEFUL, & RELIABLE.

Further,—for your comfort and contentment the Austin twelve embodies in high degree, all those features which the public demands in a medium priced, medium powered machine.

Note the elegance and distinction of the lines, the comfortable seating arrangements, the remarkable accessibility, the ease of control, the useful turning lock, and the generous equipment.

Arrange for a trial run, its performance will be a revelation to you.

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The Austin Twelve



Games and Sports Wear

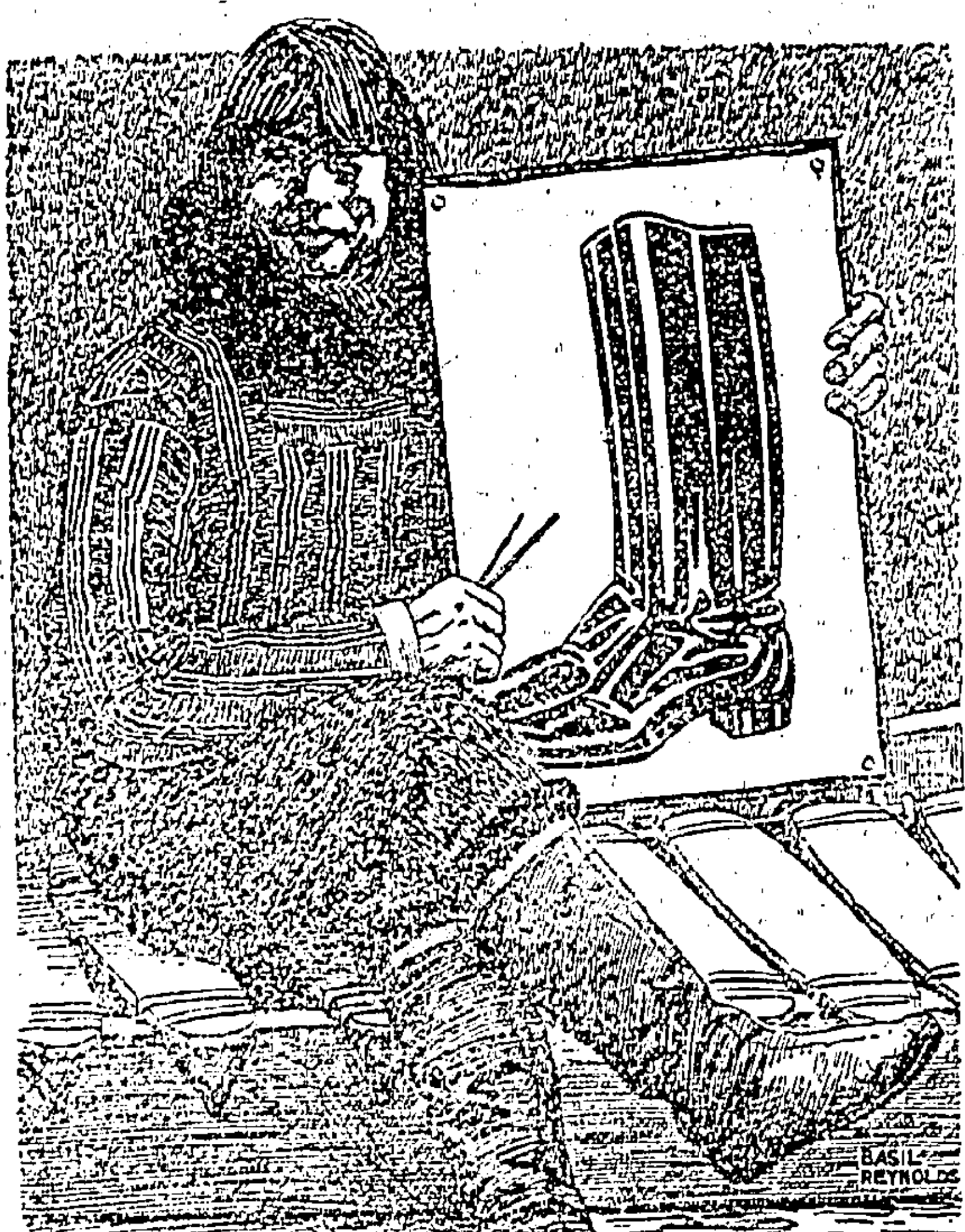
A FEW SUGGESTIONS FOR YOUR GAMES KIT:

Tennis and Sport Shirts
White Woolen or Cotton Socks
Pullover and Coat Style Sweaters in white and in colours.
Woolen Tennis Wraps and Scarfs.
Flannel Trousers—white and grey.
Sports Jackets: Golfing Wear.
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THE mere act of changing from your working to your 'games' kit is in itself a tonic—provided your out o'dors wear is exactly suited, in material and fashioning, for its specific use.

The Sports wear we show you comes from London—made to our specifications, so that it is precisely fitted for the conditions and the climate we experience.

Mackintosh's



The waterproofing and softening effect of 'NUGGET' is appreciated even by the folk of the 'Midnight Sun'.

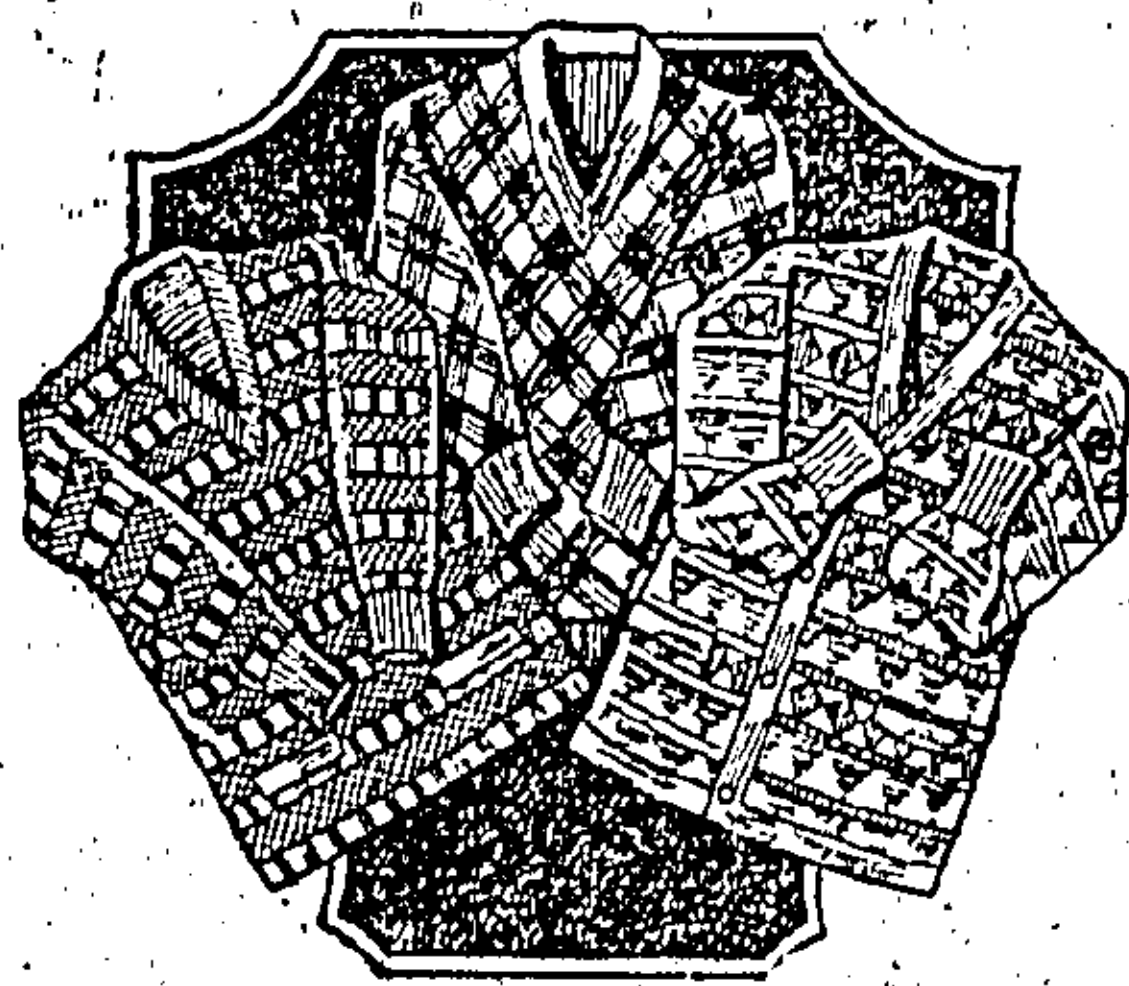
"NUGGET"
polishes the Shoes
of the World



WHITEAWAYS

PULLOVERS FOR CHILLY DAYS.

Pullover Novelties



Now the Chilly winds are here a Pullover is a necessity when riding on the Ferry, Train or in a Motor Car. We have a wonderful selection in Men's and Boys' Pullovers. Well assorted designs in all Qualities.

BOYS' \$3.⁹⁵ to \$7.⁵⁰

MEN'S \$6.⁹⁵ to \$27.⁵⁰

PULLOVER and HOSE TO MATCH

\$27.⁵⁰ to \$35.⁰⁰

MEN'S OUTFITTING DEPARTMENT

WHITEAWAY, LAIDLAW & CO., LTD.,
HONG KONG.

JAPAN'S FINEST LINER IN HONG KONG.

THE WONDERS OF THE ASAMA-MARU.

SAFETY, SPEED, LUXURY, AND ALL-ROUND EFFICIENCY.

The newest addition to the great fleet of N.Y.K. liners is by far the largest, fastest, and most luxurious steamer flying the Japanese flag. The Asama-maru, which arrived here on December 2, is making her first visit to this port, which will be her terminal point for the trans-Pacific run to and from Los Angeles, via Japan and Honolulu. Yesterday representatives of the local Press were invited to tiffin on board, and this evening the N.Y.K. will entertain Government officials, members of the Legislative Council, Consular representatives, and leading business-men. After inspecting the ship, the guests will dine on board, and to-morrow similar arrangements have been made to entertain the leading members of the Chinese community. In both cases the guests will number about 130. On Thursday afternoon the vessel will be open for inspection by ticket holders from one o'clock till five.

The Asama-maru has set a new standard of success in Japan's ship-building achievements. Two sister-ships, the Chichibu-maru and Tatsuta-maru, are nearing completion at the Mitsubishi Dockyards at Nagasaki, and will soon take their places on the trans-Pacific run. Representatives of the Press were escorted on a 'tour' of the Asama-maru by the purser who, of course, spoke perfect English. Later it was learned that the N.Y.K. had sent him to tour Europe and America to study the latest ideas in 'cuisine and service,' and he had crossed the Atlantic on the N.D.L. Bremen to see how things were done on the crack German flyer.

The Asama-maru, first of the three largest and most magnificent motor-ships ever built in Japan and appointed to be run on the N.Y.K.'s Orient-California Service, was ordered from the famous Mitsubishi Dockyard in Nagasaki. Work was started in September, 1927, and the launching took place on October 30 last year.

The liner has a displacement of 22,000 tons and a gross tonnage of 16,974 tons. Her length is 534 feet, beam 72 feet, depth 42.6 feet. She is equipped with four sets of Sulzer Diesel engines capable of developing 19,000 S.H.P. in total and a speed of 21 knots. The passenger accommodation comprises 539 first-class, 66 second-class, and 504 steerage class.

In planning the construction of the liner and her sister ships, comfort, speed and safety have been the foremost thought of the Company. All the latest devices for assuring the security and stability of the ship and the safety of passengers are included in the equipment.

Navigating Appliances.

The equipment of navigating appliances is of a particularly complete character, including a complete Sverdrup gyrocompass, equipment with an automatic steerer of the two-unit type and a course recorder. A Kolsky radio direction finder, a Sal Log speed and distance indicator, an electric engine revolution indicator, an electric helm indicator, and many other modern devices. An elaborate system of electric engine, docking, anchor and steering telegraphs of the alternating current type is also provided. Inter-communication by means of a loud-speaking telephone system is provided between the wheel-house, the main and auxiliary engine-rooms, the docking bridge, the steering engine-room, the emergency dynamo room, the wireless office and several other positions.

Propelling Machinery.

A feature of an especially important and interesting character incorporated in the design of this vessel is the adoption of the internal combustion engine for her main propelling machinery. The engines, which were built by Messrs. Sulzer Bros. at their works in Switzerland, consist of four sets of eight-cylinder, single-acting motors developing 12,000 h.p. It is a great credit to both the Swiss firm and the Japanese builders that a successful official trial run of the ship, far exceeded all expectations, for the power then developed amounted to 10,000 h.p. and the highest speed attained was over twenty-one knots.

Passenger Accommodation.

The salient features embodied in the accommodation for passengers are the extraordinary 'roominess' in decks, public rooms and state-rooms. There are both glass-enclosed and open promenade decks. There are also ladies' hair-dressing parlour, a dark-room for amateur photographers, and a branch office of the Sumitomo Bank on board, where all exchange of money, cashing of travellers' cheques, remittance business, etc., is handled to the great convenience of passengers. Another special feature of the new liner is the magnificence and beauty of its public rooms, unequalled on any trans-Pacific liners, for they exhibit complete modernity in appointment combined with exquisite taste, as manifested in the decorations representing various periods famed for their elegance and splendour in architectural and artistic accomplishment. The decorative work and furniture in these rooms are executed and supplied by the well-known house of Waring and Gillow of London.

The whole space of 'A' deck is exclusively reserved for the public rooms, where passengers spend most of their time during the voyage. The ship is divided into 27 compartments by 1st class staterooms including the Suites de Luxe.

Most of the first-class staterooms, numbering some 100, are outside rooms with windows or portholes opening directly on the sea. Of the staterooms many have a bath attached, and all are beautifully furnished, unusually roomy and fitted with beds instead of berths, some with pullmans as extras. Hot and cold running water and telephone connection are installed in every room.

The latest Thermotank Punkah Louvre system of ventilation is fitted throughout the passenger quarters, in staterooms and public rooms alike, to meet the varying range of climatic conditions experienced on the service. Moreover, as the liner is a motor-ship, and as all cooking, heating, etc., is done by electricity, not a shovelful of coal need be carried on board, and the vessel is thus entirely clean from the defilement of coal-dust and smoke.

For providing music throughout the vessel, there is a band repeater installation specially designed and constructed by the Nippon Electric Company of Tokyo. This consists of a powerful amplifier mounted on a large steel rack, with an electrically-driven reproducer set for gramophone records, and a Western Electric type microphone for relaying the ship's orchestra, a motor generator for producing the filament and plate currents, and dynamic loud-speakers of the latest type. There are ten of these loud-speakers installed in various parts of the vessel, and these can be moved to any position desired. When not in use as a reproducer of gramophone records or as a band repeater, it may be used as a broadcast amplifier by means of a simple plug-in attachment, reproducing broadcast programmes with exceptional clearness.

Public Rooms.

The verandah for first-class passengers is at the aft end of the boat-deck, the uppermost of the seven decks, and from it one can command a magnificent view. It is open on three sides protected by iron balustrades and decorated after the Spanish 16th Century type. The walls are so finished that they produce the effect of stone with coloured tiles. An ample number of settees and arm-chairs render this an ideal resting place as well as a post of observation. Descending from the raised floor of the verandah to the open promenade-deck of 2,010 square feet is made by a double stairway. At the foot of the stairs and close to the wall is a fountain of fresh water constantly playing.

On the starboard side, adjoining the verandah, there is a 'Zashiki' (a Japanese room). This is the first time a steamship company has ever attempted to place on ocean-going vessel a regular Japanese room, with a ceremonial Tokonoma (alcove), Furoshidana (cupboard), etc., the floor being covered with thick Japanese tatami. The room will be an unexpected delight, not only for Japanese passengers, but will give foreign passengers an opportunity to inspect the interior of a Japanese dwelling.

The reading and writing room is in the graceful English style of the William and Mary period. Well-chosen books from the latest best-sellers to classic authors fill large walnut bookcases on both sides of the fireplace, and, together with magazines of all sorts, will satisfy the tastes of all readers.

The lounge is a palatial room decorated according to the Georgian style. It is two decks high, and is distinguished by a magnificence and splendour that has no equal on any other passenger liners ploughing the Pacific. The floor is inlaid with oak-wood block parquetry and covered with huge rugs, soft and colourful. By removing the rugs, it can instantly be converted into a perfectly-floored ballroom of 2,046 square feet, wherein passengers may dance to their hearts' content to the accompaniment of the ship's excellent orchestra. A stage with a lofty, semi-circular proscenium arch is at the fore end of the room—a grand piano, footlights and other necessary paraphernalia for theatrical performances or concerts being completely provided. For the presentation of cinematograph pictures a cinema projecting-room is fixed.

The centre ceiling of the lounge forms a dome. On the port and starboard walls of the well-opening, there are fresco paintings executed by a European artist. The dainty and refreshing green of palms and other dotted plants enhances the help to produce the illusion of being on land.

Nor are the little people forgotten. Towards the aft end of the deck there is the children's play-room. The general appearance of the room represents the exterior of a small English cottage. The ceiling is painted blue to represent the sky, and on the walls is the picture of a garden with animals, etc. With a mimic room and toys and playthings furnished, the place will afford great delight to small passengers.

The dining-saloon is in the Early Georgian period. It is two decks in height in the centre and the walls are panelled with painted mahogany plywood and groups or single cylindrical columns of black marble finish, and ornate gilded capitals give the room a magnificent appearance. Here passengers will be introduced to the famous cuisine prepared by the N.Y.K. chefs, all culinary artists, trained in the hotels of New York, Paris and London. The food, excellent in both quality and mode of preparation will satisfy even the most fastidious epicurean. The ships' excellent orchestra delights one during meal-time, lending a tone of joyousness and exhilaration to the unique attractiveness of the surroundings. Adjoining the great dining-saloon is a private dining-room with seats for eleven or more persons.

Swimming-Pool.

The swimming-pool in Roman style is on 'E' deck and can easily be reached from any upper floor by elevator. The whitetiled pool, with transparent sea water, the temperature of which is always regulated to suit bathers, measures 17 feet by 26 feet. The walls are of teak, and balconies with balustrades, at the aft end at both sides, are reserved for onlookers. A marble fountain at the forward end and eight large cylindrical columns of marble finish remind one of a Pompeian bath. Convenient dressing-cubicles, fresh water shower-baths, and a drying-room meet all the requirements of bathers.

On the starboard side, adjoining the Pool, is a large gymnasium (Continued on next Column.)

KAIPING COAL

FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

HUMOUR: ANCIENT AND MODERN.

Miss Literary: "Think of it! Imagine those Spanish hidalgos going three thousand miles on a gallop."

Mrs. Nurich: "But, my dear, you can't believe all you hear about those foreign cars."

"I've settled about the car, Dad," said she. "The car itself will cost £200, the chauffeur's uniform will cost altogether, with a spare one for working in, £25; a new frock to go with the colour of the car and the chauffeur's uniform—a lovely green, I've decided on—like Pavlova's—that'll be £15; a hat to match will be £3/3/4. Now, what does that come to?"

"I can tell you in one," said he: "it comes to a standstill right now."

A man muffles his chest against the cold of winter; a woman grins and bares it.

Whether his wife gets a new dress or not, a man has got to pay for it.

The woman who declines to wear her clothes out soon wears out her husband's patience.

A kindly man remarks that it makes him shudder to think how many poor little rabbits must die to make a woman a sealskin coat.

Whether a fur coat is warm or not, the price is sure to be hot. It is impossible for her husband to stop his wife's expenditure on dress; he is only allowed to check it.

Being wrapped up in themselves does not help people to face the cold of winter.

provided with various equipments for exercise, as in a moderately appointed athletic club.

Second Class Public Rooms.

The superior appointments of the public rooms and excellent passenger accommodation are not limited only to the first-class, but are extended to the second-class as well. The smoking-room is decorated in Spanish style, and the floor covered with rubicund pavement pattern. Nana spiral columns are fitted at the sides of the windows. The settees and arm-chairs are covered in leather. The lounge is decorated and furnished in French and Japanese style. The walls are of maple panelling with mahogany frame.

ADVICE FOR INVESTORS.

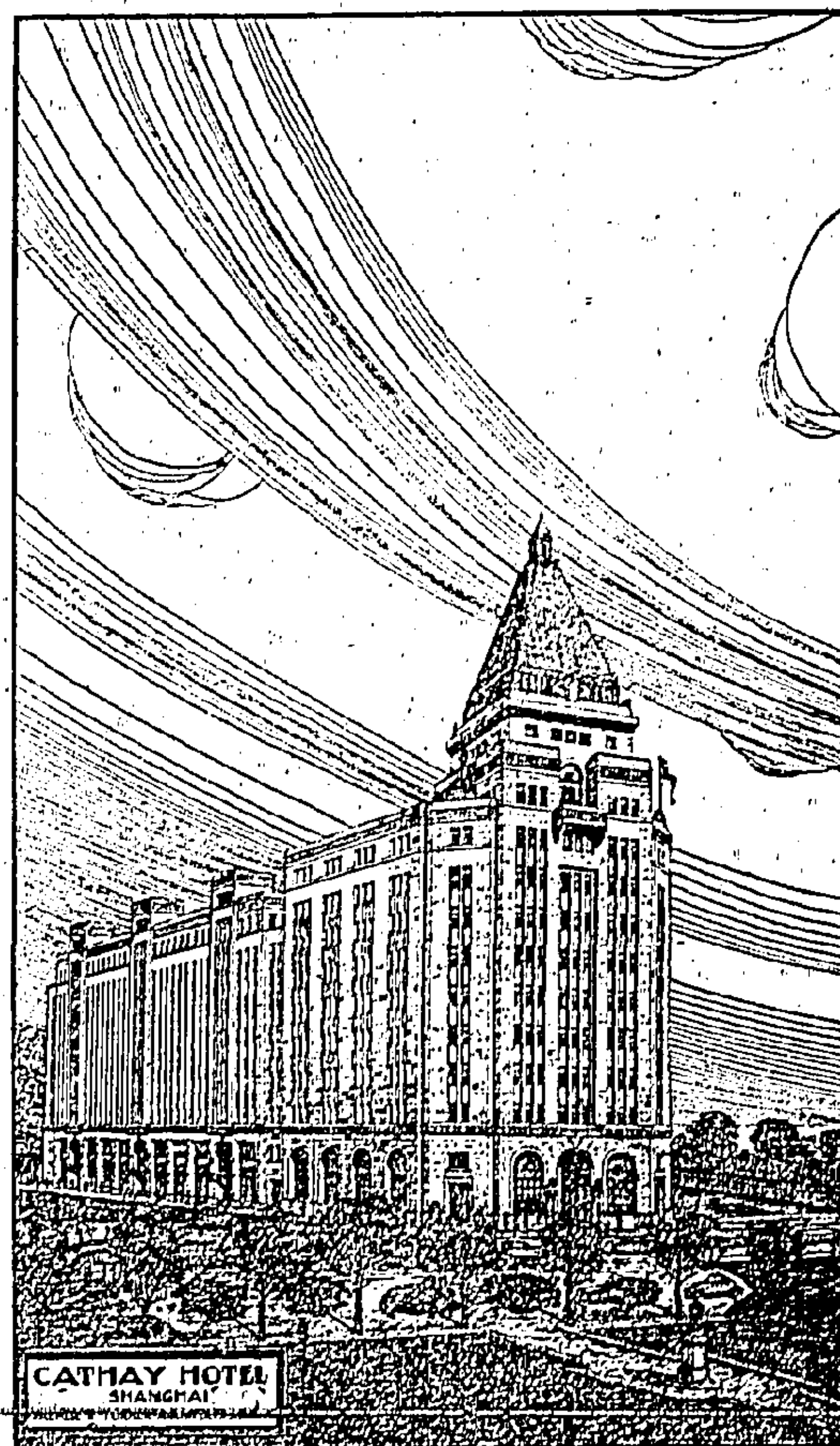
READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

CATHAY HOTEL

THE BUND—SHANGHAI

THE MOST MODERN
HOTEL IN CHINA.

214 ROOMS AND
SUITES, EACH WITH
PRIVATE BATHROOM.



HOTEL RESTAURANT
with Spring Dance
Floor opening on to
the Roof Terraces.

"TOWER" a la Carte
RESTAURANT on the
Ninth Floor.

BANQUETING and
PRIVATE DINING
ROOMS on the Tenth
and Eleventh Floors.

E. CARRARD, Manager.

CABLE ADDRESS:—

"CATHOTEL,"
SHANGHAI.

HEAVY FIGHTING ON THE NORTH RIVER.

GENERAL HO YING CHIEN IN SUPREME COMMAND.

CANTON LINE STANDS FIRM.

Heavy fighting is in progress on the North River between Samshui and Tsing Yuen. The Canton troops are defending steadily and it is obvious that the gunboats and aeroplanes are proving a big factor in the struggle. The rumour that Samshui had fallen is untrue, an attack in that direction having been repulsed. General Ho Ying Chien is to take over supreme command and announces that no effort will be spared to crush the insurgents.

GUNBOATS AND AEROPLANES TO THE FORE.

[FROM OUR OWN CORRESPONDENT.]

CANTON, December 3. Fierce fighting is in progress in the vicinity of Lo How, Tai Tong and other places along the North River between the Cantonese troops and the "Ironside" Kwangsi coalition. The sound of heavy artillery fire could be distinctly heard in Samshui and Sai Nam. The "Ironsides" and the Kwangsi troops attempted to cross the North River at Tai Tong and Lo How, but up to the time of writing, have not succeeded. Cantonese forces are fighting heavily but the "Ironsides" and the Kwangsi troops are still pressing on, showing great bravery under the incessant fusillade of their adversaries. They are now concentrating in Chiang Ngan, an important point opposite Wong Tong on the North River, and are preparing to cross the river from there.

This general offensive launched yesterday by the invaders is being stubbornly resisted at all points along the North River from Samshui to Tsing Yuen. The Cantonese have evacuated Shukwan and are preparing also to leave Tsing Yuen. At present there are no Cantonese troops above Tsing Yuen along the Canton-Hankow Railway, the Higher Command having concentrated all its forces on the district east of the North River from Samshui to Tsing Yuen. The Canton-Samshui Railway is being particularly guarded by some 5,000 men to prevent a sudden dash upon Canton should the invaders succeed in crossing the river at Wong Tong and Tai Tong.

CANTON-HANKOW RAILWAY ATTACKED.

Another attack was made on the Canton-Hankow Railway yesterday, when over a thousand bandits, under the notorious Wong Sai Kiu, succeeded in blowing up a portion of the bridge at Ho Tau Station, a little above Yingtak. Traffic is at a standstill except for the military trains. The bandits suddenly emerged from the mountains in the North River districts. They are said to be in alliance with Chang Fat Fui, the bandit chief having been appointed a regimental commander in the "Iron Army." Following the destruction of the bridge, the bandits set themselves towards Canton with Yingtak as their first objective. Because of the struggle in the lower part of the North River, nothing is being done to suppress them.

Two more Nanking gunboats and another batch of Northern troops arrived in gunboats which got here a couple of days ago have already been sent to Samshui, and the last two will go to the same station. The entire 3rd Division of Nanking troops has arrived and is being despatched to the North River sector. The 8th Division is expected in a day or two.

GENERAL HO YING CHIEN.

General Ho Ying Chien has assumed the title of C-in-C. of the combined armies fighting the "Ironsides" and the Kwangsi troops. He is being lavishly entertained in Government circles, and will leave for the front to direct operations either to-day or to-morrow. In an interview with local Pressmen, the Commander-in-Chief said that his mission to Canton was to direct the campaign according to the orders of Marshal Chiang Kai Shek. The headquarters of the military, naval, and aerial forces will be reorganised to give maximum efficiency and General Ho has brought with him some 20 members of his staff from Kaifeng. He stated that the Central Government was determined to clean up not only the so-called "Ironsides," but the Kwangsi "rebels" as well. The campaign will, therefore, be pushed into Kwangsi, when the work in the North and West districts is finished. The effect will be to complete the subjugation of Kwangsi.

THE PLANES ACTIVE.

Practically all the Canton aeroplanes, some 25 in number, are in Samshui close to the fighting line. Few, if any, are now seen over Canton. These planes under General Chang Wai Cheung, the Chinese Lindbergh, have been of immense help to General Chen Tsai Tong. Scores of heavy bombs are daily dropped on the enemy with telling effect. Yesterday the Canton Aviation Department claimed that over 500 "Ironsides" and Kwangsi troops were killed by aerial attack.

Meanwhile martial law is being strictly enforced in Canton. At night no automobiles, save those in military service, are permitted to move. Another alleged den of Communists and agents of Chang Fat Fui was unearthed last night by the Police in the north-section of the city. Some 32 men, most of them students, were arrested.

GERMAN EXPERT'S OPINION.

FEARS MENACE BY WEST RIVER.

According to a vernacular paper the German adviser to the Nanking troops who has been sent by Chiang Kai Shek to Canton went to the North River districts with General Chen Ming Shu and other officers some days ago to inspect the defences. The German expert approved the arrangements on the North River but said that the West River was too weakly held and more troops should be dispatched there as he predicted that the rebels will abandon the attack on the north. In view of the strong defensive works of the Kwangsi troops and will probably strike along the West River. It is reported that in accordance with his advice the Canton Higher Command decided that divisions under Huang Hon Ping, Yu Hon Mow, and Li Yang King should remain at Samshui and other places on the West River.

A GOOD OFFER!

\$30 FOR EACH SOLDIER WHO TURNS OVER.

The leading Canton and Nanking generals have issued a circular letter to the supporters of Li Tsung Jen and Wong Shui Hung advising them to desert their leaders. It is pointed out that the "Kwangsi insurgents" will be exterminated in the very near future as the Kwangsi-Nanking troops are four times more numerous. The latter added that Kwangsi generals who turn over to Canton will be promoted and soldiers surrendering with arms will each be rewarded with thirty dollars.

THE WATER SUPPLY.

1,514 MILLION GALLONS IN ISLAND RESERVOIRS.

The total storage in the island reservoirs on the morning of Monday, December 2, amounted to 1,514.80 million gallons showing a decrease of 40.40 million gallons during the past week; the amount collected from streams being 50 million gallons.

The week's consumption amounted to 20.54 million gallons, not including 1.38 million gallons supplied to water boats at Lai Chi Kok.

The yield from the Shing Mun River and streams during the week is 10.07 million gallons.

KOWLOON SUPPLY.

The total storage in the mainland reservoirs on the morning of Monday, December 2, amounted to 490.84 million gallons, showing a decrease of 0.25 million gallons during the past week. The week's consumption amounted to 20.54 million gallons, not including 1.38 million gallons supplied to water boats at Lai Chi Kok.

MARY PICKFORD'S SISTER.

"JUST LOVES" HONG KONG'S RICKSHAS.

GOES "FULL OUT" FOR TALKIES.

"Why, I think Hong Kong is just wonderful! Of course we have not had much time for sight-seeing—we're leaving for Manila by the President Grant at 6 p.m. to-day—but what little we saw was really good."

So said Mrs. Russell O. Gillard (Mary Pickford's sister, Lottie) when she was interviewed by a Daily Press representative in the Peninsula Hotel yesterday. She is passing through with her husband on their way round the world and both were looking remarkably fit and well.

"I'm sorry we have to leave so soon, but we're coming back again in about a week's time and we hope to 'do' the city properly then. The pity is that we'll miss my sister Mary who will be here on about the 6th. We have not seen each other for a very long time, but I guess that cannot be helped. We'll meet again back in the States after about a year."

"What do you think of the talkies," queried our representative.

"Just wonderful—I think they are a revelation. But they are putting all the silent film stars out of work, aren't they? At least those who do not possess a 'talkie voice' are feeling it very much."

"Oh well, that is just what the people say. Why, there is not a picture shown in the States now that is not a talkie, and they are all so well liked by the cinema public."

Mrs. Gillard then went on to say that she preferred making pictures outside of America, and if all her plans went well, she might do one or two films in England. "I have done so much travelling during these last three years that I have not made a single film during all that time, and I should like to do one right here but... Oh, I must say your ricksha boys are a very intelligent lot. Most American girls are afraid of rickshas, but I just love them. I prefer them to automobiles and use one whenever and wherever I can."

Mr. and Mrs. Gillard arrived by the Asama Maru and they speak of this addition to the ocean greyhounds as a "wonderful boat."

"We had a marvellous trip and the N.Y.K. people were always very courteous to us."

"Yes," added the film star, "I came away from home for a rest, but it seems that I have to be going home for one now as we have done such a lot since we left. Still it's worth it, as we are having a wonderful time."

Douglas Fairbanks and Mary Pickford, with her brother Jack, also of Hollywood fame, and party, are due by the P. & O. S. Rajputana on about the 6th instant. They will stay here for a few days, at the Peninsula Hotel, where reservations have already been made for them.

OBITUARY.

CORPL. R. F. SWALLOW OF H.M.S. BERWICK.

Malignant malaria and heart failure were stated to have caused the death, on Monday, of Corpl. Reginald Francis Swallow, of H.M.S. Berwick, one of the cruisers attached to the China Squadron. Deceased came from Portsmouth and was 30 years of age.

Several Naval and Marine officers, a number of deceased shipmates, and representatives from the personnel of other vessels were present at the funeral yesterday at the Protestant Cemetery, Happy Valley. The coffin was borne on a gun-carriage, accompanied by a firing party, and at the close of the service conducted by the Rev. Charles Payne, R.N., of H.M.S. Berwick, three volleys were fired over the grave and the Last Post sounded by buglers from the ship.

Floral Tributes.

Many wreaths were sent, among them the following:—"Betty" and "Violet," Captain and Officers, H.M.S. Berwick, 54 C.P.O. Mess, H.M.S. Berwick, Gunroom Officers, H.M.S. Berwick, Petty Officers, H.M.S. Berwick, S.P.O.'s Mess, Stokers, H.M.S. Berwick, W.R.A.'s, H.M.S. Berwick, Social Club, H.M.S. Berwick, Communications, H.M.S. Berwick, Chief Stokers and Mechanics, 55 E.R.A.'s Mess, H.M.S. Berwick, Seamen of H.M.S. Berwick, Commissioned and Warrant Officers, H.M.S. Berwick, Royal Marine Officers, H.M.S. Berwick, Royal Marine Band, H.M.S. Berwick, Royal Marine Detachment, H.M.S. Berwick, Royal Marine Detachment, H.M.S. Cornwall, Royal Marine Detachment, H.M.S. Kent, Royal Marines' Old Comrades' Association, Royal Marine Detachment, H.M.S. Tonga, and the Hotel Savoy.

THE GENIUS OF CHARLOTTE BRONTE.

INTERESTING ANALYSIS AT ENGLISH ASSOCIATION MEETING BY SIR HENRY GOLLAN.

A TRAGIC LIFE BUT IMMORTAL FAME.

The second meeting of the Hong Kong Branch of the English Association was held yesterday in the Cathedral Hall. His Excellency Sir Cecil Clementi, K.C.M.G. (president) was in the chair.

Sir Henry Gollan, C.B.E., the Chief Justice, read an interesting paper on Charlotte Bronte which provoked an interesting discussion, the point being raised as to whether Charlotte Bronte played the same rôle towards the movement for the emancipation of women, as did Harriette Beecher Stowe towards that for the liberation of the slaves of the Southern States of America. Sir Henry agreed that Charlotte was not only a pioneer of woman's suffrage but had probably an influence on the creation by latter writers of the brutal if attractive Sheik.

Charlotte Bronte's Life.

Sir Henry began by saying that as a general rule knowledge of the private life of an author was immaterial to an understanding of his or her work, but in the case of Charlotte Bronte this did not apply. An acquaintance with the facts of her life helped to the understanding of her novels and of the characters which peopled them, casting a light on the feature common to nearly all—what might be called their inferiority complex.

Charlotte spent her childhood at an institution, a sort of charity school. Two of her sisters were at the same school and died as a result of their experiences and privations there. That institution had been drawn, possibly in a somewhat exaggerated form, in one of Charlotte's novels. The tragedy of her brother's wasted ability and sad end further darkened her outlook and she was pursued throughout her short life by ill-health and poverty. Born in 1816, Charlotte was the third of a family of six, all of whom were remarkable children. After her unhappy schooldays she spent some very sad years as a governess in a school, and, later, in a comparatively happy time in the same capacity in a private family. The isolation of these years drove her feelings inward. In appearance she was small, plain and large featured with well shaped eyes of a reddish colour, and her usual expression was one of quiet interest.

No Help From Southey.

In 1836 Charlotte with her sisters, Emily and Anne, tried to add to the slender resources of the family by authorship. They had all three written voluminously since childhood. She wrote to Southey for a criticism of some of her poems. He replied that while recognising their merit he did not advise publication since literature could and ought not to be a part of a woman's life.

Charlotte and Emily set off for Brussels in 1842 with the idea of opening a school there, and went as pupil teachers in an existing academy. Her experiences there had an effect on her temperament. They had to return home owing to Emily's ill health, but the following year Charlotte went back alone to complete her training. Her life

was solitary, her health bad, her pupils difficult and hostile, her fellow teachers antipathetic, news from home tragic. She passed through a serious emotional crisis which had a lasting effect on her work, and the urge of authorship became irresistible.

Success at Last.

A book of poetry by the three sisters was published in 1846. Soon after Charlotte published "The Professor" which received very little attention. "Jane Eyre" was begun the following year, when she was in lodgings in Manchester. The reader of the publisher to whom she sent it when completed reported enthusiastically upon its merits, and Thackeray who read it immediately after publication, paid the book high tribute. "Jane Eyre" had an astonishing success in England and America, attracting more notice even than "Vanity Fair."

"Shirley" was begun in August, 1847. Her brother and one sister died in that year, a second sister dying the following year. This novel was published in 1849 and generally praised. "Villette" was published early in 1853. In 1854 Charlotte married and had a short, though happy wedded life of nine months.

Among the Immortals.

The lecturer then said he wished to give his reasons for believing that Charlotte Bronte was a writer whose genius placed her among the immortals. It was hard to know where to draw the dividing line between genius and the highest form of cleverness. Foremost among the characteristics of genius was honesty, and in all she wrote Charlotte was true to herself, and never posed. It was this quality of honesty which made Pepsy so refreshing and his diary so great a contrast to Sterne's "Sentimental Journey" which was surcharged with affectation.

Another quality of genius was originality, which did not mean "news," but freshness of treatment. Tried by this test, who surpassed Charlotte Bronte in her three great novels all having the same theme of a girl brought face to face with life? In "Jane Eyre" the reader felt that he was not reading a story but seeing actual life. The words, acts and thoughts of the characters came naturally. The story teller was a constructor who made a mosaic, the reader was conscious of the workmanship, but it took the fire of genius to create instead of constructing, and to make the characters come alive. If novelty was an essence of originality it, too, could be found in her work. Her clarity of mind and expression were a part of her remarkable equipment. She never wrote a sentence until she was quite certain what she wanted to say. It has been said that she was deficient in humour but her artistic methods reflected her life, which was not conducive to humour.

The story of Charlotte Bronte's life proved that before she could write she must accumulate experience, and when she went beyond the range of her experience she failed. Had she not died, marriage, which brought her a whole series of new experiences, might have given a fresh stimulus to her genius, and the world more masterpieces from her pen.

MOTOR DRIVER AND HIS CAP.

REFUSAL TO WEAR IT CAUSES LITIGATION.

At the Summary Court yesterday, Mohan Singh, a motor car driver, sued his former employer, Mr. E. G. Artega, of Alexandra Building, for \$87. Plaintiff claimed \$82 as balance of salary for November and an additional \$45 in lieu of one month's notice.

Plaintiff stated that he was engaged by the defendant as motor car driver in May or June last on a salary of \$40 a month, increased to \$45 as from November. He alleged that on November 18 the defendant terminated his services without notice. During the month he had received \$23 wages.

Mr. F. X. D'Almada, sm., for the defendant, put it to plaintiff that he refused to wear the regulation cap which was supplied to him, and that he left of his own accord on November 18 although his employer requested him to remain until the end of the month.

Defendant explained that the uniform supplied to him did not fit and he was reluctant to wear the cap alone. He was willing to wear the cap if the suit were altered. A witness called by the defendant gave evidence to the effect that he acted as interpreter for the parties. Witness was told by defendant to tell the plaintiff that as he had not obeyed his order to wear the cap he could look for other work. Thereupon plaintiff replied that he did not wish to work any longer for defendant.

Plaintiff denied that the witness was present during the conversation which he had with the defendant in English.

The Puisse Judge (Mr. Justice Wood) said that he was satisfied that on November 19 or 20 the plaintiff was paid \$22 and that he received \$5 before that date. This amount represented wages for eighteen days. His Lordship further found that on November 18 an arrangement was made by which the contract was cancelled. Judgment was given for the defendant with costs.

DEFENDANT IN LOAN CASE ABSENT.

PLAINTIFF GETS JUDGMENT FOR \$3,000.

Before the Chief Justice (Sir Henry Gollan) at the Supreme Court yesterday, Kwan Kun, of 164, Wing Lok Street, claimed \$5,000 from Kwan Ming Ho, of 62, Bonham Strand East, being money lent to the defendant as a partner in a firm formerly carrying on business at defendant's address. Defendant, however, was not present in Court.

Mr. C. C. Alabaster, K.C., instructed by Mr. A. el Arculli, for the plaintiff, described the transaction and said that he would prove that the defendant was not in the Colony. A witness would be called to say that he met the defendant in Canton in July and counsel would then submit that the defendant kept away to avoid process by his creditors. After hearing evidence, his Lordship entered judgment for the claim and costs.

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Dressing Gowns

In natural Camel shades or fancy check designs.

Sizes: 34" to 42" chest.

\$32.50 \$45.50 \$55.00

Underwear

Half Sleeve Vests, Ankle length Pants. Combinations with half Sleeves, long legs.

VEST \$5.50 \$8.50 \$11.50

PANTS \$6.50 \$8.50

COMBINATIONS \$13.50

Socks—Golf Hose

Jaeger Socks and Golf Hose are as good as money can buy.

Beautiful Heather Mixtures—check designs and fancy stripes.

Slippers

Plain or Fancy Check Jaeger Wool Slippers with leather soles.

All Sizes: 5" to 10"

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PRICES FROM \$100.
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Don't take risks. The antiseptic vapours liberated by Evans' Pastilles quickly kill the germs that lurk in the obscure byways of the nose, throat and chest, soothing the affected parts. Doctors strongly recommend them.
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ANTISEPTIC THROAT
Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

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NEW ADVERTISEMENTS.

CIRCULAR.

A COMISSAO DIRECTORA do CLUB LUSITANO tem a honra de convidar os Excmos. Srs. Socio e suas Exmas. Famílias e os demais Membros da Comunidade Portuguesa e residentes da Colonia de Macau que se acham em Hong Kong para se reunirem na sala "LUIZ-DE-CAMÕES" do CLUB LUSITANO na QUINTA-FEIRA 5 DE CORRENTES as 17h Horas a fim de assistirem a RECEPCAO em honra de sua Excia. O GOVERNADOR de MACAU SENHOR ARTHUR TAMA- GINI DE SOUSA BARBOSA e sua Exma. Esposa.

Haverá em seguida Cha e Danca.

A fim de que esta festa seja revestida de maior brilho possível a Direcao pede a comparsa de todos os Sres. Socio e suas Exmas. Famílias e os demais Membros da Comunidade Portuguesa e residentes da Colonia de Macau.

M. A. SIMOES,
Secretario.

U. S. R. C.
ANNUAL TENNIS TOURNAMENT.

EVENTS:—
A—MIXED DOUBLES (HENEY CUPS)
B—DOUBLES HANDICAP
C—MEN'S DOUBLES HANDICAP
D—MEN'S SINGLES HANDICAP
E—LADIES' DOUBLES HANDICAP

HANDICAPS will be on a sliding scale varying with the progress of the same.

ENTRIES—To Reach The Club By 6.30 P.M. JANUARY 1st.

FEES—SINGLES: \$2.00 Each, DOUBLES: \$3.00 Per Pair to include Balls and Ball Boys.

1st ROUND—JAN. 3rd to JAN. 5th.
2nd ROUND—JAN. 10th to JAN. 12th.
3rd SUBSEQUENT ROUNDS—JAN. 17th to JAN. 19th.

The Tournament is confined to Members and Subscribers and their Families. The DRAW will be Posted in the CLUB OFFICE.

E. D. CADDELL,
Major, R.A.M.C.,
Hon. Secretary, U.S.R.C.
[8710]

HONG KONG JOCKEY CLUB.

THE TENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th DECEMBER, 1929, commencing at 2 P.M.

The First Ball will be rung at 1.30 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINTHARD & DAVID, at \$3.00 Each up to FRIDAY, 6th DECEMBER, 1929.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00.

Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tie Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF WINIFRED GREEN, LATE OF HELLWITZ NASSAU COUNTY, STATE OF NEW YORK IN THE UNITED STATES OF AMERICA, MARRIED WOMAN, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Probate Ordinance 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 20th DAY OF DECEMBER, 1929.

All Creditors and Others are accordingly hereby required to send in their Claims to the Underigned on or before That Date.

Dated the 21st day of November, 1929.

JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Prince's Building,
Hong Kong. [8677]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE ESTATE OF ALEXANDER WALTERS BARCLAY, ENGINEER ON THE S.S. "OATHANG," SINGAPORE, CHINA, AND LATE OF 65, GRANT STREET, GLAZENOCK, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Probate Ordinance 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 20th DAY OF DECEMBER, 1929.

All Creditors and Others are accordingly hereby required to send in their Claims to the Underigned on or before That Date.

Dated the 21st day of November, 1929.

JOHNSON, STOKES & MASTER,
Solicitors for the Administrator,
Prince's Building,
Hong Kong. [8678]

INTIMATIONS.

WARNING

HUMPHREYS ESTATE & FINANCE CO., LTD.

THE Directors of the above Company HEREBY WARN the PUBLIC that A NUMBER of SHARE CERTIFICATES Have Been Fraudulently Obtained from the Company and the Holders of the Share Certificates—representing the Undermentioned Shares are requested to forthwith communicate with the General Managers of the Company, Messrs. JOHN D. HUMPHREYS & SON:—

Shares Numbered:—
2801-2900
4731-4830
11301-11500
13551-13600
15311-15410
16501-16600
19301-19400
20801-21000
24001-24050
24801-24850
29401-29500
34201-34300
34801-34850
35301-35350
40501-40550
43201-43300
45401-45500
46701-46800
47801-47825
48801-48900
54301-54400
56795-56894
58201-58300
58895-58994
59795-59894
62401-62600
64701-64800
64901-64950
65001-65050
68201-68400
68773-68872
68901-68950
69001-69100
69201-69400
69501-69600
70401-70500
74101-74150
82501-82600
83701-83800
87195-87294
88001-88200
88251-88400
88901-89100
91451-91700
91901-92000
93601-93650
95401-95500
96201-96300
96401-96500
99201-99300
103705-103729
105705-105729
105849-105898
106321-106420
106749-106773
106849-106898
120788-120887
121343-121442
124343-124517
128576-128975
135396-135495
135901-135950
139413-139462
140263-140262
144090-144189
145490-145589
148576-148775
149033-149175

By Order of the Board,
Messrs. JOHN D. HUMPHREYS & SON,
General Managers.
November 27, 1929. [8685]

ST. GEORGE'S BALL, 1930.

THE above will be held at the PENINSULA HOTEL on MONDAY, 6th JANUARY, 1930.

Englishmen wishing to join the Society should communicate with S. T. BUTLIN, Hon. Secretary, c/o LINTHARD & DAVID. [8700]

ATTENTION OF GLASS MANUFACTURERS.

THE SAND produced from the PAK SHA WU (白沙灣) SAND FIELD at PUK KAP, PING HOI, in the Wai Yuen District, Kwoye Tung, has been known to be the Best Material in the World for the Manufacture of Glass, and A MEDAL was Won at the PANAMA EXHIBITION Some Years Ago. Of Late the Sand has been analysed by the Hong Kong Government Analyst and a Certificate was obtained certifying its Quality.

In account of the Unsettled Political Situation and Constant Wars Operations were Suspended, and, in Recent Years, Certain Unscrupulous Persons have fraudulently obtained Permission from Authorities thereby infringing Our Rights. But Law has given us Protection and, after having lodged our Protest, the Canton Government, through its Reconstruction Bureau, has enquired into the matter and has Now given back Our Rights and has recognised Our Ownership of the Mine. Adequate Protection both from the Military and the Magistrate of the District has been assured us and we have also registered Our Rights with the MINISTRY OF THE AGRICULTURE AND MINING at NANKING. We are Now beginning to operate the Mine on a Large Scale under the Name of the TAI LEE MINING Co. and we shall be able to meet All Demands for Supplies. There will be No Irregularities, as previously, in the way of Shortage. All intending Buyers are cordially requested to communicate with Our HEAD OFFICE at No. 25, CHIU LOONG STREET, HONG KONG. TELEPHONE: Central 3896.

We are ready to give all Facilities and are also prepared to enter into Contracts for Regular Supplies.

THE TAI LEE MINING CO.
Hong Kong; 25th Nov., 1929. [8686]

ROYAL SANITARY INSTITUTE.

EXAMINATIONS for INSPECTORS of MILK AND OTHER FOODS, SANITARY INSPECTORS and SANITARY SCIENCE will be held on JANUARY 21st, 23rd and 24th, 1930.

Candidates should obtain Application Forms from the Local SECRETARY, care of EDUCATION DEPARTMENT on or Before DECEMBER 21st, 1929. [8706]

"PEAK MANSIONS."

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4th Floor, FRANK BANK BUILDING.

NOTICE.

BRIDGE and MAHJONG DRIVE on DECEMBER 12th at the HELENA MAY INSTITUTE in Aid of the HONG KONG BENEVOLENT SOCIETY From 3.30 to 6 P.M. CHARGE \$2 Per Player. Any Lady willing to be Responsible for a Table should please communicate with Mrs. H. G. SHELDON, 25, PEAK MANSIONS, Before DECEMBER 12th.

TEAS Provided FREE. Please Come

COLD, DAMP, AND CHANGEABLE WEATHER

bring to mind steps that may be taken to protect the fragile and susceptible.

"WATSON'S" MALT EXTRACT

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COD LIVER OIL

increases one's natural power of resistance.

Prepared from British winter malted barley and cod liver oil specially selected for its vitamin content. Its palatability makes it acceptable to the most fastidious.

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Hong Kong, Nov. 20th, 1929. [8651]

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NOTICE.

BRIDGE and MAHJONG DRIVE on DECEMBER 12th at the HELENA MAY INSTITUTE in Aid of the HONG KONG BENEVOLENT SOCIETY From 3.30 to 6 P.M. CHARGE \$2 Per Player. Any Lady willing to be Responsible for a Table should please communicate with Mrs. H. G. SHELDON, 25, PEAK MANSIONS, Before DECEMBER 12th.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

An anticyclone of considerable intensity covers China and Manchuria. Fresh to strong monsoon will prevail along the China Coast and over the China Sea.

Local Forecast:—N.E. winds, fresh, fair.

BIRTHS.

IRESON.—On December 2, at the Peak Hospital, to Mr. and Mrs. A. IRESON, of Green Island, Macao, a daughter. [857]

PHILLIPS.—On November 29, at Shanghai, to Mr. and Mrs. G. E. PHILLIPS, a daughter.

TOKO.—On November 29, at Shanghai, to Mr. and Mrs. A. A. TOKO, a daughter.

WATERS.—On October 15, at Wandermere, the wife of Y. P. WATERS, of Hong Kong and Canton, of a daughter.

DEATH.

FORBES.—On October 19, at Newbury District Hospital, from being accidentally knocked down by a motor-car the same day, ANDREW FORBES, formerly of Hong Kong, aged 67.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, DECEMBER 4, 1929.

THE RIGHTS OF MAN.

ALMOST a century and a half has passed since THOMAS PAINE wrote a political pamphlet expressing views which Pitt admitted were sound but, if put into operation, would cause a revolution. The rights of man still provide a topic for discussion, sometimes by statesmen and sometimes by soap-box orators at street-corners who are no less sincere in their convictions than the more dignified debaters. The international conferences at Geneva, held under the auspices of the League of Nations, are concerned with various aspects of the rights of man. But apart from the limited proceedings in which official spokesmen of many nations take part and speak, sometimes, with the voice of authority, an enormous amount of work in the same direction is being done quietly and almost unknown to the outside world. For example, a study of the work accomplished at the 36th session of the Institute of International Law, recently held at Briarcliff Manor, New York, shows that it was one of the most important since the organization was founded in Ghent in 1873. The Institut de Droit International was formed under the leadership of Mr. ROUX JACQUEMYS, its indefatigable Secretary-General, later its President, and Honorary President. The basic purpose of the Institute is the codification of international law.

Because of the resolutions adopted at sessions of the Institute of International Law, the two Hague Peace Conferences of 1899 and 1907 were successful, and if the first official conference on the codification of international law which is to open its session at the Hague next March is to be successful, it will be because of the preliminary labours of the Institute, and especially because of its projects on the responsibility of States and maritime jurisdiction.

In its early years the Institute met every two years. It now meets annually, due to the financial support which the Carnegie Endowment has granted for the past sixteen years. The Institute is representative of the world at large, and is without question the greatest and most influential scientific body dealing with international law. Its resolutions have greater influence with Governments than the views of even the most distinguished writers on the subject. Members of the Institute do not actually represent countries but are supposed to

be, and in fact are, prominent internationalists of the various countries. At the recent session held in Briarcliff twenty-two nations were represented by full members and associates. A question is not discussed which is presented during the current session. It is presented at a previous session, submitted to a committee, presented at a subsequent session, discussed and adopted, often in an amended form. The result is that the sessions of the Institute have been of immense value to Governments, and international conferences because they are questions of present day importance. They are debated in the light of theory, as well as practice, by Institute members who are not only theorists but who on numerous occasions represent their countries in official capacities.

The programme of the recent Briarcliff session was, according to custom, arranged in advance. Committees had been appointed and reports prepared and distributed beforehand. The result was that in the course of the ten days meeting, many declarations and resolutions were adopted. The most important question adopted by resolution was unquestionably a series of six declarations with a preamble bearing the interesting title of "International Declaration of the Rights of Man." The text of this project, which was reported by ANDRE N. MANDELSTAM, of Russia, internationalizes the principles of GEORGE MASON'S Virginia Bill of Rights and the opening paragraph of the United States Declaration of Independence. The Institute's declaration attributes to each individual, as such, the equal right and equal enjoyment of rights in the matter of nationality, the equal right to obtain and enjoy property, to admission to public employment, professions, and industries. It eliminates discrimination in the matter of nationality, race, or religion. It is thus an indirect international recognition of the fact that these rights, so fundamental in their nature, are to be considered as inherent in each individual of each and every State of the community of nations, and above the power of any State to discriminate in regard to their existence and their exercise. These matters are to be found in declarations issued from time to time in various States and contained in Constitutions, but for the first time there is to be found in an international document inhibitions of the part of each and every State belonging to the international community of discrimination in the matter of sex. This is the greatest single step which has ever been undertaken in international relations for the equality of the human race. A great moral principle has always been and will be more important to the world than an act of national legislation.

Of course, the Institute does not possess legislative powers, but its resolutions have a way of getting into the practice of nations, and the declaration of equal rights of human beings is assured, inasmuch as any nation discriminating in future will have before it the declaration of equal rights of all nationalities and of all races in the various matters making up the rights of individuals without discrimination in the matter of sex. An important matter of private international law, as it is termed in Europe, or the conflict of laws, as it is generally called in the English-speaking world, is a series of short but important declarations on the legal status of societies in the international law, and the extension of which was adopted at Briarcliff. A subject matter of public international law and of great interest was the diplomatic immunities of agents. Some nineteen articles were adopted concerning this subject, largely based upon the practice of the world, with here and there a modification, and in every provision, clarification. Diplomatic immunities are considered by the public as too indefinite, too much subject to abuse. The project of the Institute is precise, definite and easy of application. It mentions but one specific instance, the Institute pronounced itself squarely against the immunity of diplomatic agents who engage in activities inconsistent with their diplomatic position. In other words, the Institute recommends that no diplomatic agent be permitted to engage in business or profession during the time of his diplomatic service. The project also rejects the idea of extra-territoriality of diplomatic agents and of Embassies and Legations. There were several smaller propositions which, however, have great importance, all aiming not merely at the codification of current questions, but to the gradual progressive codification of all phases of international law.

The total rainfall for November, as measured at the Botanical Gardens was 1.31 inches. Of this 1 inch fell on the 6th, 22 on the 14th and "a speck of rain," .09 of an inch on the 5th.

There will be a Public Lecture at the Helena May Institute on Tuesday, December 10 at 5.30 p.m., Dr. J. L. Shellshear will speak on "The Pre-History of Hong Kong and the New Territories."

The death is announced of Capt. William Swinnerton Byrd Levett, D.L., of Milford Hall, Stafford. Capt. Levett, who was 73 years of age, took a commission in the Infantry Fusiliers, and served in China and the Malay States, resigning with the rank of captain.

The appointments were gazetted on October 25 of A. H. George, Esq., to be one of His Majesty's Consuls in China (with effect as from May 21, 1929), and C. R. Lee, Esq., to be one of His Majesty's Vice-Consuls (First Grade) in China (with effect as from May 21, 1929).

A sale of work will be held in St. Stephen's Girls' College (Kwok Sir Lau Hall) by the students of St. Stephen's Girls' College and Fairlea School, in aid of the Ministering Children's League on Thursday. The opening ceremony will be performed by Mrs. H. T. Creary at 11 a.m.

H.M.S. Hermes held a most successful dance in the Savoy Hotel last night. Capt. J. D. Campbell, O.R.E., with his officers attended, and the number of dancers was most gratifying. The ship's orchestra provided excellent music, and the catering by the Hotel management, as usual, left nothing to be desired.

The P. and O. has established its own office at Monte Carlo, and has appointed Colonel Cecil Fane as agent. The increasing volume of the company's tourist traffic to and from the Riviera via Marseilles has rendered this step necessary. Many passengers from the East now break the homeward journey in order to enjoy the Riviera springtime before proceeding to England.

Arriving on the Asama-maru, on a tour around the world, are Dr. and Mrs. J. George Taylor. Dr. Taylor is one of the most prominent physicians in Pasadena, California. Mr. and Mrs. M. S. Rice, millionaire real-estate dealer of Pasadena, also Mrs. Elizabeth Lounsbury and Miss Florence Lounsbury, prominent residents of Santa Monica, California, are also passengers on this steamer.

Firemen were working throughout the night of October 23-24 in an endeavour to master a fire in the hold of the Blue Funnel liner Ningchow (9,020 tons), lying in the Gladstone Dock at Liverpool. Six hundred tons of rubber, copra and palm oil—part of a cargo of 7,000 tons—were in the hold. Holes were cut in the side of the vessel by oxy-acetylene burners, and water was poured in, while firemen on deck directed water down the hatchways.

Kapok for Life-Jackets.

"We do not recommend any alteration in the present designs of Royal National Lifeboat Institution and Board of Trade life-jackets," states the Departmental Committee appointed by the Board of Trade to examine statements and recommendations on the subject of kapok made in the report of the Court of Inquiry into the loss of the Rye Harbour lifeboat last November. At the request on the victims of the Rye disaster it was suggested that the men's jackets had become water-logged. The committee of inquiry recommend that only the best quality Java kapok should be used in R.N.L.I. and Board of Trade kapok life-jackets, and that there should be strict supervision over the manufacture of such life-jackets and the selection of the kapok used in them. They suggest that the possibility of a new covering material should not be lost sight of, and that certain trials in sea-going ships of suitable materials should be made. With regard to buoyancy values, the committee state that kapok has considerable advantages over cork. Per pound of kapok is three and a half times that of cork. "Kapok" they emphasize, "is especially suitable for the use of women and children. In addition to the lighter weight, it is soft and kindly to the body, and tends to keep the wearer warm. On the other hand, kapok is subject to adulteration and also to injury by the use of detergents, cleaning materials."

Madam Sun Yat Sen arrived at Marseilles on October 28 from the Far East, and proceeded to her home in Paris.

Messrs. Alexander Stephen and Sons, Linthorpe, are to build two twin-screw geared turbine liners, each of 10,000 tons, for the British India Steam Navigation Co.

The engagement is announced between Walter Desmond Brown, eldest son of the late Captain Brown, and Mrs. Brown, of Farnham, Surrey, and Dora, second daughter of Captain and Mrs. Allan H. Stewart, Hong Kong.

Dr. Hau Wei Chun, new president of the Shanghai Provisional Court, has issued a proclamation in the course of which he warns the public against attempting to bribe his subordinates with a view to winning lawsuits in which they may be involved. Should such instances be discovered, the persons offering the bribes will be punished and the officials accepting bribes will be dismissed from office and also punished.

Britain and China's Navy.

Over four months have elapsed since the announcement that an agreement had been signed with the Chinese Government providing for the training of Chinese naval cadets in England, and the engagement by the Chinese Government of a British Naval Mission to assist in the development of the Chinese Navy. Nothing more having been heard of the matter, Mr. J. O. F. Bland, in a recent article in the *Morning Post*, notes that the scheme, so far as it has been divulged, has attracted curiously little attention. He, therefore, seizes the opportunity to ask two pertinent questions. In the first place, he asks how has the British Government been persuaded to believe that the Kuomintang seriously contemplates spending money on the purchase of warships and the organization of a modern fleet, when they profess their inability to discharge many outstanding obligations? Secondly, he wants to know what grounds there are for believing that Nanking will attach any serious importance to this naval agreement when it has completely ignored the definite obligations of such recent pacts as the Tariff Autonomy Treaty, etc. Mr. Bland considers the agreement obviously calculated to give the Nanking Government considerable "face," very welcome at this juncture, but predicts that the bright young men of the Kuomintang Executive will take the "face" and let the navy go. As to the British side of the agreement, not so readily explained, he recalls the tragedy-comedy of the *Sherard-Osborn* flotilla (ordered, equipped and manned, but never commissioned), the undignified career of the Armstrong mosquito fleet of 1877, the painful experience of Admiral Liang who brought the Peiyang squadron to the nearest approach to a national navy that China ever had and in 1890 was intrigued out of his job, and, finally, since 1911, the transient loyalty of the Chinese Navy's disintegrating units, "notoriously a matter of dollars and its whole history a sordid record of treasons, stratagems and spoils." In view of all this Mr. Bland considers that the agreement needs a good deal of explanation.

Looking Back 25 Years.

We have received from the Editors of the *Victoria Recreation Club Magazine*, a record of local sport, the first (December) number. It is a promising little magazine. H.E. Sir Matthew Nathan was invited to write a message; an extract from his reply is as follows:—"Sport for sport's sake, and in due subordination to the more earnest duties of life, promotes physical fitness, good fellowship, and strenuousness of purpose." He assumed that the magazine was intended to keep up interest in rowing, swimming, and athletics. These had attained a high, and might be a still higher, standard of excellence at Hong Kong—*Hong Kong Daily Press*, December 4, 1904.

Looking Back 50 Years.

The *Japan Mail* has, we notice, a lengthy article on the question of slavery in Hong Kong in which it heartily endorses the action of the Chief Justice, Mr. Yokohama, in temporary objects in *totu* to the plea of expediency put forward by apologists for the milder form of servitude. The *Japan Mail* at the same time, coincides in the opinion expressed in these columns; when commenting on Sir John Smal's famous pronouncement, that it would be inadvisable and unjust to institute prosecutions against those now holding domestic slaves. There is no doubt at all that a large proportion of the girls sold into domestic bondage are the gainers by the change in their conditions, but transaction in flesh and blood cannot be allowed in a British Colony in the first place, and in the second a "custom" which is open to such tremendous abuses as slavery in its mildest form admittedly is, must be put down. No sudden or violent disturbance of the relations between employer and domestic servant need take place, only let it be understood that the former have no right of ownership in the latter, and any attempt to exercise such will be severely punished. It is to be hoped, however, that the effect of the attention drawn to the matter by the recent action of the Chief Justice will ultimately be the eradication of a native "custom" that should never, in the first instance, have been tolerated in a British Colony—*Hong Kong Daily Press*, December 4, 1879.

POWERS AND SINO-SOVIET ISSUE.

INVOCATION OF KELLOGG PACT.

BRITISH GOVERNMENT'S CONCERN.

SOLVING A PUZZLING PROBLEM.

[THROUGH REUTER'S AGENCY.]

Moscow, Dec. 2.
Mr. Y. D. Shen, the Chairman of the Public Enlightenment Committee has issued the following statement:—

The Tass Agency has broadcast a statement declaring that Mukden Government has accepted Moscow's demands, thus practically surrendering. The Tass Agency at the same time hinted that the coming negotiations would take place between Moscow and Mukden independently of Nanking.

If the Mukden Government had really accepted Moscow's terms, it seems very strange that the Red Army should the next day have bombed Pokutu.

The Mukden Government has not accepted any terms. It has only, through the medium of the Nanking Government, expressed a desire for peace.

Moscow is trying hard to induce Mukden to open independent negotiations, but Mukden is in daily communication with Nanking and all diplomatic actions have been taken after instructions from Nanking.

CHINA'S TERMS.

NO PROPAGANDA.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Dec. 3.
Mukden reports state that Chang Hsueh Liang has requested Tasi Yan Sheng, the Chinese representative at the Harbinovsk conference, to submit the following points:—

Firstly, although the Chinese Government agrees to restore the pre-conflict status of the Chinese Eastern Railway, it deems it necessary to secure a guarantee that the Soviet Government will not use the railway as a base for Communist propaganda.

Secondly, as the deposed Russian manager and assistant manager of the C.E.R. directed such propaganda, China opposes their reinstatement.

Thirdly, should the Soviet Government agree to the above conditions, the Chinese Government will dismiss the officials who caused the dispute.

Fourthly, prisoners held by China and by Russia shall be liberated; and fifthly, the forces of both countries shall be withdrawn to a specified line within the frontier.

GUARDED ATTITUDE OF JAPAN.

A POSSIBLE HINDRANCE.

[THROUGH REUTER'S AGENCY.]

Tokyo, December 3.
It is officially learned that Japan has no intention of supporting the American representation to China and the Soviet. Though speaking guardedly, official circles appear to think that the issuance of joint representations at this stage may possibly hinder, rather than help Mukden and Moscow, to come to terms, as there are already signs that China is intensifying the action to her own advantage, and stiffening her attitude accordingly.

POWERS TAKE ACTION. KELLOGG PACT INVOKED.

[THROUGH REUTER'S AGENCY.]

London, Dec. 2.
For the first time since it was signed, action arising out of the Kellogg Pact has been taken. The British Government have co-operated with the United States Government in the issue of joint representation to the Chinese and Soviet Governments in regard to the situation in Manchuria, calling the attention of those Governments to their obligations under the Pact.

The Memorandum which has been communicated to the National Government of China and to the Government of the Union of Soviet Socialist Republics by His Majesty's Government in the United Kingdom has been issued for publication tomorrow and is in the following terms:—

"His Majesty's Government in the United Kingdom have observed with apprehension and concern the course of events between China and the Soviet Union with reference to the situation in Northern Manchuria since July.

"The United States' Government took steps in July, through conversations in Washington, to see that the attention of the Chinese and Soviet Governments was called to the provisions of the treaty for the renunciation of war, to which both China and the Soviet Union were signatories.

"His Majesty's Government in the United Kingdom associated themselves with that step.

"Both the Soviet and the Chinese Governments then gave formal and public assurances that neither would resort to war unless attacked.

"The Treaty has now been ratified by no less than fifty-five powers, including China and the Soviet Union.

"His Majesty's Government in the United Kingdom associate themselves with the action which the United States' Government are now taking to call attention to the provisions of the treaty for the renunciation of war and particularly to Article Two which reads:—

"The contracting parties agree that the settlement or solution of all disputes or conflicts of whatever nature or of whatever origin they may be, which may arise among them, shall never be sought except by pacific means, and to express the earnest hope that China and the Soviet Union will refrain or desist from measures of hostility and will find it possible in the near future to come to an agreement between themselves upon a method for resolving by peaceful means the issues over which they are at present in controversy.

"His Majesty's Government in the United Kingdom feel that the respect with which China and the Soviet Union will hereafter be held in the good opinion of the world will necessarily, in a great measure, depend upon the way in which they carry out these sacred promises."

The action taken by the British Government was announced in the House of Commons to-day by the Foreign Secretary, Mr. Arthur Henderson, to whom several questions bearing upon the Chinese situation were addressed.

After announcing the Government's decision, he said that as to the existence of a state of war, he could only say that as far as he knew, neither the Chinese nor the Soviet Governments have informed any other Government that they consider themselves at war.

In reply to a question whether the Chinese Government had made an appeal to the League of Nations he said:—

"To the best of my belief, the Chinese Government have taken no definite steps to bring the dispute before the League of Nations, but on November 28, the Chinese Minister, Mr. Alfred Soe, informed me that his Government contemplated such an appeal and asked my views. I pointed out the difficulty that arose owing to the Soviet Union not being a member of the League and informed him of the action of the United States Government.

"The Chinese Minister for Foreign Affairs, Dr. C. T. Wang, has informed His Majesty's Minister, Sir Miles Lampson, that now that Chinese territory has been occupied, he feels the matter must go to the League of Nations."

In reply to further questions he said: There appears to be reason for believing that an armistice has been arranged.

According to a telegram from His Majesty's Consul-General at Mukden, the Mukden authorities sent to Moscow on November 28, a telegram accepting the Soviet terms for reopening negotiations. Chinese negotiators left Harbin on November for Harbinovsk.

On November 28, twelve bombs were dropped by Soviet aeroplanes on Pokutu Station. These attacks were continued on November 29. In reports on the military operations in Manchuria, which I have received, mention is made of heavy losses, but I have no figures of the casualties on either side, nor have I any confirmation of the Press reports of the massacre of Chinese miners at Chailainor.

Replying to a further question, Mr. Henderson said that Great Britain and the other Powers felt that as both China and the Soviet had signed the Kellogg Pact, the Powers could act more effectively that way than by taking the dispute to the League of Nations in the first instance.

He had not been notified by any other member of the Council of the League that the matter was being raised at the next Council Meeting.

Britons in China.

Asked what advice he would give to British nationals in China in regard to their legal position, Mr. Henderson said that was so important a matter that he could not answer for the present.

Replying to Captain Anthony Eden, Mr. Henderson said that the Government did not intend to call the attention of the Council of the League to the situation at present. He proposed to wait until he saw whether the joint effort of the Powers signatory to the Kellogg Pact

(Continued on next Column.)

BYRD'S SOUTH POLE FLIGHT.

CRITICISM FROM OLD EXPLORER.

"ONLY MONEY REQUIRED."

[REUTER'S AMERICAN SERVICE.]

New York, December 3.

Commander Byrd's South Pole flight is described as "a speculation in sensations" by Major Gran (a member of the Scott's expedition of 1910), who writes to a Copenhagen newspaper. He says that "only money is now required to become a Polar explorer," and suggests that Byrd's report does not inspire confidence. It would be a miracle, he adds, if Scott's and Amundsen's cairns, to which Byrd's report referred, are still visible from the air, while Byrd's "terrible mountains" are fantastic.

The *New York Times* replying to Major Gran's criticisms, says that none of its despatches mentioned Commander Byrd seeing traces of cairns or mountains mentioned before as being between degrees 88 and 87 South. Byrd speaks of this district as an "almost limitless plateau." Thus Major Gran is correct in assuming that there are no ranges south of 88 degrees.

Congratulations!

WASHINGTON, December 3.

The House of Representatives have passed a resolution directing the Speaker to telegraph on behalf of the House congratulating Commander Byrd on the South Pole flight.

Britain's Good Wishes.

LONDON, Dec. 3.

Lord Thomson, the Air Minister, has sent a message to Commander Byrd on behalf of the Air Council, tendering "Hearty congratulations to yourself and companions on the splendid flight over the South Pole."

NO SURRENDER OF "EXTRALITY."

BRITISH GOVERNMENT'S FIRM ATTITUDE.

[BRITISH WIRELESS SERVICE.]

RUSSIA, Dec. 2.

The intended refusal of the British Government to acquiesce in the abolition of extra-territoriality was indicated in the House of Commons to-day when Mr. Arthur Henderson, replying to a question, said the Chinese Government had announced their intention to abolish the system on January 1 next.

The Chinese Government were aware, he said of Britain's desire to enter into negotiations on the subject in a liberal and friendly spirit and that the British Minister in Peking was endeavouring to initiate discussions.

The Chinese Minister had been informed that a denunciation of the extra-territoriality clause of treaties would prejudice the prospect of a satisfactory issue.

"The Chinese Government will doubtless give weight to these considerations, and I hope that in the circumstances they will not, in fact, carry their declared intention into execution."

Note From Washington.

WASHINGTON, Dec. 2.

Mr. H. L. Stimson, the Secretary of State, announces that following a series of conference with the diplomatic representatives of Britain, France, Japan, Germany and Italy, he had sent a Note to Russia and China drawing attention to their obligations under the Kellogg Pact and hoping for a cessation of hostilities and a peaceful settlement of the controversy.

The French Attitude.

PARIS, Dec. 2.

The French Government has instructed the French Ambassador in Moscow and the French Minister to China to hand the Russian and Chinese Governments respectively, a Note reminding them of the obligations they contracted by signing the Anti-War Pact.

The Note declares that the French Government has followed, not without fears, the recent events between China and Russia, after the railway affair, and reminds the Russian and Chinese Governments of the Note of July 19, after which the two Powers formally declared that they would never make war.

The French Government desires the two Powers to remember the Anti-War Pact particularly the undertaking in Article Two.

The Note concludes by hoping that they will stop beginning or

NEW YEAR NAVAL CONFERENCE.

BRITAIN'S REPRESENTATIVES.

DOMINIONS TO SEND DELEGATES.

[BRITISH WIRELESS SERVICE.]

LONDON, Dec. 2.

The Prime Minister to-day announced in the House of Commons that the British delegates to the London Naval Conference which is definitely to open on January 21, would be himself, the Secretary of State for Foreign Affairs, Mr. Arthur Henderson, the First Lord of the Admiralty, Mr. A. V. Alexander, and the Secretary for India, Mr. Wedgwood Benn.

The British Government had communicated with the Governments of Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa, the Irish Free State and the Government of India, who had been invited to nominate delegates.

He was not yet in a position to make a statement as to the names of their delegates, nor to give the names of the naval advisors who would assist on technical matters, but these would include the Chief and the Deputy Chief of the Naval Staff.

He added that His Majesty the King had given permission for the use of the Royal Gallery at the Palace of Westminster for the opening of the plenary meeting and of St. James' Palace for the subsequent meeting of the conference.

Questioned regarding the agenda the Prime Minister said there would be only one subject on the agenda, namely, how best the five Powers represented at the conference could agree on the reduction and the limitation of war vessels on a basis of mutually accepted strengths.

The question of the procedure to be adopted at the conference was a matter for discussion between the Governments of the countries concerned and for a decision by the conference itself.

INDIAN TRADE UNION EXTREMISTS.

WHITLEY COMMISSION NOT WANTED.

[THROUGH REUTER'S AGENCY.]

NAGPURI, Dec. 2.

The tenth annual session of the Indian Trade Union Congress to-day passed a resolution urging a boycott of the Whitley Commission which is enquiring into India labour conditions.

The resolution also condemns the recent statement by Lord Irwin, the Viceroy, in which he declared that the ultimate aim of India's constitutional progress is Dominion Status. It condemns the Nehru Report which proposed the draft of Dominion constitution for India.

The Congress passed a resolution advocating complete independence for India and the establishment of a Workers' Republic.

The Congress postponed until 1930 consideration of the question of affiliation with the Pan-Pacific Trades Union Congress.

FORMER ENEMIES DINE TOGETHER.

"ABANDON RELICS OF WAR FEELING."

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 2.

Ten generals and eight admirals were among the thousand guests at the re-union dinner of participants in the East African Campaign, many of those present being opponents of old. The dinner was held at the Holborn Restaurant.

The occasion was unique in many ways. Many of those present had not met since they were adversaries during the War. The most notable instance was that of General Smuts, the Commander-in-Chief of the Allied Forces in East Africa, and General von Lettow Vorbeck, the German commander.

General Smuts proposed the toast of General von Lettow Vorbeck, the principal guest, paying a tribute to his adversary as a brave, clean fighter with whom good feeling existed even during the campaign.

General Smuts expressed the hope that the banquet would provide an example to all people to abandon the relics of war feeling.

General von Lettow Vorbeck, in reply, said that personal hatred was always absent from the East African Campaign. He declared that he esteemed the British as fair, brave and honest adversaries.

He regarded the invitation as a compliment to the German officers and men as well as himself. The

LONDON TRAFFIC SERVICES.

TO COME UNDER PUBLIC OWNERSHIP?

UNIFICATION SCHEME.

[BRITISH WIRELESS SERVICE.]

RUOBY, December 3.

Great interest has been aroused by the announcement made in the House of Commons by the Transport Minister, Mr. Morrison, that the Government is to draft a scheme for the unification of all London traffic services under public ownership. Details of proposals are keenly awaited, but they are not likely to be available for some time, as the subject is to be explored at once by the Transport Ministry, with all the interests concerned in London traffic services, including the municipalities.

Mr. Morrison, in his statement, said that the Government agreed with the conclusions reached by the Traffic Advisory Committee that uneconomic and unnecessary competition should be eliminated, and that a far-reaching measure of unification under public control is essential to progress.

The Government believed, he added, that the "ends in view could be fully achieved and public interest fully safeguarded only if the points in sectional financial interests were consolidated by a substitution of a single and simple form of public ownership for a complicated network of separate interests, private and municipal, which now add so greatly to the difficulties of the situation."

In some political quarters views are taken that the Government contemplate creating a public body on the lines of the Port of London Authority to co-ordinate and control various passenger services. In others it is assumed that the creation of a public body that would buy out the existing passenger tramway, omnibus, and tube railway services is intended. Comment in the Press and by traffic experts is reserved, pending further details.

Another Version.

[THROUGH REUTER'S AGENCY.]

LONDON, December 3.

The public ownership of London's passenger services, with "reasonable remuneration of capital" was adumbrated in a statement in the House of Commons by Mr. Morrison, Minister of Transport.

The magnitude of the scheme, the announcement of which surprised chiefs of the transport services may be judged from the fact that the capital involved amounts to over £130,000,000.

The scheme, which involves no liability on the public funds, aims at eliminating economic competition. It will be a single and simple form of public ownership, but to ensure "vigorous business enterprise," the principle of "commercial management" will be incorporated.

The scheme will be explored immediately with all interests, including the municipalities.

FUTURE OF COMMERCIAL AIRCRAFT.

SIR SEFTON BRANCKER'S OPTIMISM.

[BRITISH WIRELESS SERVICE.]

RUOBY, December 3.

Sir Sefton Brancker, Director of Civil Aviation, at Shrewsbury yesterday, said that private flying was increasing every day in Britain, and this year his Department was issuing pilots' licences and certificates for aircraft at double the 1928 rate. He anticipated they would double the rate again in 1930.

Every day they were moving towards making air transport pay its way, and as this materialised it was obvious that the demand for commercial air-craft would increase to very big proportions.

THE AGE OF COMBINES.

BETHLEHEM STEEL'S NEW PURCHASE.

[REUTER'S AMERICAN SERVICE.]

New York, Dec. 3.

The Bethlehem Steel Corporation, following in the footsteps of its rival, the United States Steel Corporation, has entered into a big amalgamation scheme whereby it extends its operations to the far west of America. It is acquiring the property and assets of the Pacific Coast Steel Company, and the Southern California Iron and Steel Company. The new 1930 capacity is 380,000 tons annually.

EXCITING SCENES IN THE COMMONS.

GOVERNMENT'S NARROW ESCAPE.

A SMALL MAJORITY.

[THROUGH REUTER'S AGENCY.]

LONDON, December 3.

The House of Commons sitting was prolonged till early this morning, after the most exciting session the Government has yet known. The Majority in the closure division on the first clause of the Unemployment Insurance Bill fell to thirteen, with nine Labour members joining the Conservatives and anti-Government Opposition. Cheers greeted the figures of 209 to 196.

Mr. Whentley followed up a revolt of the Left Wing party by bitterly attacking the Government for "political dishonesty."

Only the slackness of the Conservatives, of whom one hundred were absent saved the Government from defeat. Forty Liberals voted against the Government.

"OVERT ACTS OF WAR."

HOUSE OF LORDS CHIDED.

[THROUGH REUTER'S AGENCY.]

LONDON, December 3.

The Government was twice defeated in the Lords yesterday. A Conservative amendment to the Widows' Pensions Bill to limit pensions to "necessitous" widows was carried by 37 votes to 16. Subsequently a sub-section dealing with "excepted employments" was defeated by 33 votes to 8.

The *Daily Herald*, which states that the Government will never accept the Lords' amendment, describes the Lords' action as the "Peers' first overt act of war against the Government."

UNPRECEDENTED STORMS IN ENGLAND.

HEAVY WEATHER IN THE CHANNEL.

[BRITISH WIRELESS SERVICE.]

RUOBY, December 3.

Rain and high winds, with gusts, between 50 and 60 miles an hour, occurred yesterday all over the British Isles, the bad weather being due to one of the deepest Atlantic depressions observed for the last fifty years. In the English Channel high seas ran, and cross-channel boat services were maintained with difficulty.

Lifboats from Weymouth and Swanage and two tugs from Portland put out and ships in the Channel altered their courses in answer to an S.O.S. from the steamer Canadian Transport, but a change of wind enabled her to clear the danger zone. This oil tanker, which had lost her rudder in the storm, was towed into Falmouth by two Dutch tugs. Fishing fleets and small craft were kept to harbour during the day.

Heavy rains, particularly in the West of England aggravated the flood situation in many parts, as almost all the rivers have now overflowed their banks.

M. COSTES' PRIZE.

[THROUGH REUTER'S AGENCY.]

PARIS, Dec. 3.

M. Coste and Bellonte are prospective winners of the Government prize of one million francs, to be awarded to any French airman who with French material breaks a world's long-distance record before the end of the year.

NEW BELGIAN CABINET.

COMPROMISE ON LANGUAGE QUESTION.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Dec. 3.

M. Jaspar has agreed to form a Cabinet. He has apparently compromised with the Liberals, agreeing to safeguard instruction in French in certain districts.

TAMWORTH ELECTION.

SIR A. STEEL-MAITLAND RETURNED.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 2.

The Tamworth by-election result was as follows:—
Sir A. Steel-Maitland 23,486.
Mr. Horwill 12,752.

RESTRICTION OF TEA PRODUCTION.

UNFAVOURABLE DUTCH OPINION.

PRODUCTION COSTS.

[THROUGH REUTER'S AGENCY.]

LONDON, December 3.

The *Financial Times* gives prominence to proposals for the restriction of tea production, which it says have been "officially recommended," and favoured by the Indian and Ceylon groups in Mining Lane. The question of Java and Sumatra support, however, remains unsettled. The *Financial Times* correspondent in Amsterdam quotes *De Telegraaf* for the view of Dutch growers that a plan of picking only better quality leaves is preferable to an artificial restriction scheme. A writer in this newspaper is of opinion that there is not much chance of the Dutch producers joining the British scheme, the more so as the cost of production of the Dutch Indian tea plantations is the lowest in the world.

Views From Ceylon.

COLOMBO, Dec. 3.

The scheme for restriction of the tea output is generally favoured here, but growers in Ceylon are not willing to commit themselves without an assurance that at least 75 per cent. of the estates in all countries concerned join the scheme.

ANHUI TROOPS MUTINY.

NANKING REMAINS CALM.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 3.

A regiment under the command of Shih Yu San, the Governor of Anhui, mutinied last night at Pukow, and commenced looting. Communication between Nanking and Pukow is interrupted, but Nanking remains calm. It is not believed that a serious situation will develop.

The mutinous troops were under orders for Canton, to take part in the campaign against the "Iron-sides." Government troops are stationed on the Nanking side of the river to prevent any mutineers crossing over.

LATER.

It now appears that two regiments were involved in the mutiny at Pukow. Government troops are pursuing the mutineers, who have commandeered rolling stock and are going northward.

CHINA'S CABLE SERVICE.

HOW PROPOSED LOAN WILL BE SPENT.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 3.

In connection with the proposed telegraph loan of \$10,000,000, it is learned that \$3,000,000 will be used to construct radio stations, and \$4,000,000 for the settlement of obligations to the Great Northern and Great Eastern Companies in order that the special privileges granted to them may be terminated.

Telegrams in Brief.

Mr. Justice Bennet, in the Chancery Division ordered the compulsory winding-up of the banking firm of J. Horstman and Company, Limited, of Bishopsgate.

The P. and O. Company has issued its report for the year ended September 30. It shows a credit balance of £243,000, which includes £120,000 carried forward from last year.

The Admiralty announces that Mr. A. W. John, Deputy-Director of Naval Construction, has been appointed Director of Naval Construction, in succession to Sir William Berry, on the retirement of that officer.

The annual report to President Hoover of the Postmaster-General states that the American Post Office deficit at the end of the fiscal year, June 30, was \$855,461,600 as compared with \$832,121,000 last year, an increased deficit of over fifty million dollars. The deficit is attributed to the increases in the wages of Post Office employees, to free postage privileges, and to the granting of special rates on mail contracts to American registered ships.

Sports News

LAWN TENNIS:

U.S.R.C. TOURNAMENT.

The Annual Lawn Tennis Tournament of the United Services Recreation Club will be held, as usual, at the beginning of the year. Formerly it consisted of ten events, but this time there will be only five, one championship and four handicaps. The tournament has always been an attractive one and it is expected that interest in the forthcoming contests will be sustained.

An important innovation has been made in regard to handicapping. Instead of the recognised method of fixing handicaps for the various players, all competitors will play beginning at scratch and handicaps will be given on a sliding scale during the progress of a match, thus:

Winner of first game owes 15 in second.
If two games up winner owes 15 and loser receives 15 in third.
If three games up winner owes 30 and loser receives 15.

The last is the maximum handicaps.

It would mean that if "A" won the first three games, he would owe 30 in the fourth game, while "B" would receive 15, but if "B" won the fourth game, then the handicapping for the fifth game would be "A" owe 15 and "B" receive 15, and so on up and down the scale.

The club claim that the above system has worked out very satisfactorily in their minor tournaments, and it only remains to be seen how it will be received by other followers of the game. It is quite an idea, however.

Programme of Events.

The list of events follows:

- Mixed Doubles (Honey Cups, presented by Mr. G. P. Honey).
- Mixed Doubles Handicap.
- Men's Doubles Handicap.
- Men's Singles Handicap.
- Ladies' Doubles Handicap.

Principal Dates.

Entries close at 6.30 p.m. on January 1, and fees are at \$3 for pairs and \$2 for singles. Matches will consist of best of three sets throughout.

For all events the dates for play are as follows:

1st Round: Jan. 2 to Jan. 5.
2nd Round: Jan. 10 to Jan. 12.
3rd and Subsequent Rounds: Jan. 17 to Jan. 19.

Players are also permitted to play their first mid-week by mutual arrangement.

RECENT TENNIS ARRANGEMENTS.

There is apparently some dissatisfaction being expressed with regard to the arrangements both for the visit of the French stars and the Shanghai Interport.

A *fracas* the French visit, the only disappointment was that the cracks did not give an all-French exhibition. For that the malcontents blame the local authorities. Everyone wanted that, including our leading exponents, who had the fortune to take part in the games, but it was the visitors who desired to meet local stars, and refused to play among themselves.

Even more has been said against the authorities with regard to the latterport, but the criticisms were really unjustified. The Selection Sub-Committee, not unexpectedly, have received some knocks. Selection Sub-Committees for Interports do receive that invariably. There are so many minds with so many opinions, that not all can be satisfied.

Perhaps the gravest criticism was that the arrangements were not satisfactory. Much could be written to refute it, but to be as brief as possible, one has only to quote the Shanghai Captain who expressed entire satisfaction during his stay here. This is as others see us—the only source of dissatisfaction comes from within our ranks.

Then comes the question of the kind of balls used. In the United States they used Wright and Ditson's balls for the Challenge Rounds for the Davis Cup and in France Dunlop balls were used for the same competition. Neither changed the type of ball to suit the respective balls—couldn't Hong Kong select their own type of ball?

We live and learn, and both Hong Kong and Shanghai have learnt much from the recent games, so that it is expected that matters will be more satisfactorily arranged in the future.

CRICKET NOTES.

COACHING IN LOCAL SCHOOLS.

[By "L.B.W."]

Supporters of the Police Recreation Club must have felt no end disappointed when, within three runs of victory against the Kowloon Cricket Club on Saturday, stumps had to be drawn on account of failing light. It was nevertheless a very good performance, and no doubt the Kowloonites must have had a bit of shock when the Police put up such a good first wicket. Though the P.R.C. were regarded as an easy proposition at one time, I am not so sure that they will be so easy to beat after his Alexander's return from leave has strengthened the team considerably and Baker (B.G.) their fast bowler is bowling very well just now. I confidently predict a good season for him if he keeps up his present form.

The other matches played in this division were in the nature of friendlies—the Indian Recreation Club again beating the Craigenower Cricket Club while the Rejoice played a drawn game with the Diocesan Boys' School. For the School; Robert Lee did extremely well with the ball, taking 5 wickets for only 30 runs. The Lees have always done well for the school, and even now they are keeping up the good work. Another Lee (I forget his initials at the moment) is making a lot of runs, and he plays a very straight bat. In this connection much credit must be given to Jimmy Youngs, the old University left hander, for I hear that he is spending a lot of time coaching boys at the D.B.S.

While on the subject of coaching, I wonder why more attention is not paid to it in the local schools. There must be a lot of material in the different schools and colleges, and there is no saying how much good coaching can do in the way of correcting and/or improving a bad cricket. The trouble, however, is that it seems so hard to get the Chinese students interested in the game. The majority of them play a lot of tennis, football, volleyball and basketball, but when it comes to cricket, there is nothing doing. They seem to think that it is a very dangerous game, but such is not the case as any cricketer will tell you.

I had a conversation with the cricket master of one of the local schools a few days back and he told me that they were all busy with exams just now. He had seen the secretaries of some of the clubs and they have promised him the loan of their grounds if the school had any matches. In one or two weeks time, they hoped to arrange some games with the Service teams and possibly some with other schools too.

There is so little school cricket played here that it would be quite a pleasant change if matches could be arranged every week. I am sure old boys of the different schools would do all they can to encourage it, and the question of suitable grounds should not be too difficult after all since the Clubs seem so willing to help.

There are three matches down for decision this week, and a really good game should be seen at Pokfulam, when the junior eleven of the University and the Indian R.C. meet. These teams have met twice already this season and so far honours are even. The Pokfulam ground seems to suit the Indians and I tip them as winners of a very close game.

It will be interesting to see how the Recreation boys will fare against H.K.C.C. I expect they will give the Club a jolly good run for their money, and I should not be at all surprised if they sprung a surprise on last year's champions.

The K.C.C. should have an easy time with the Craigenower C.C. who somehow or another don't seem to be able to get going.

TO-DAY'S LOCAL FOOTBALL.

INTERPORT TRIAL GAME.

Selected XI. v. Chinese.

At Hong Kong F.C. ground, at 4.30 p.m. The following have been selected to play against the Chinese:—

G. Rodger; Wynne and Reeves; Hedley, West and Bliss; B. Gosano, A. V. Gosago, Goldman, Bewley, Bull and Butcher. Reserves: C. Pile, Dowman, Gill, Miles and Brown.

RUGBY FOOTBALL:

FORTHCOMING MATCHES.

Owing to the Club ground being required for Soccer Interport trials for to-day and to-day week and 11th, there will be no Rugby match on those days. Instead, the Club 1st XV will be playing on Saturday, against H.M.S. Berwick, and on Saturday, December 21, against H.M.S. Cornwall, while a further match will probably be arranged for Saturday, December 14.

It is hoped that all who have so enthusiastically supported the mid-week games this season will find time to get down on the Saturdays mentioned.

Club v. H.M.S. Berwick.

Club v. H.M.S. Berwick on Saturday, at 2.30 p.m.:—
O. Skinner; L. Goldman M. D. Scott, G. A. L. Plummer and G. P. Lammer; L. Ross and W. J. Clerk; D. L. Milne Day, A. D. Suttill, R. P. Moodie, F. R. Burch, T. Riddell, E. R. West, W. E. Peers and B. P. Massey.

Club 2nd XI. v. H.M.S. Cornwall 2nd XI.

To-morrow at 3 p.m.:—
S. J. H. Fox; O. Skinner, C. E. Holmes, O'Neill and A. D. Coppin; R. H. D. Wade and F. C. E. Black; J. E. Henry, A. D. Suttill, Leidlau, R. D. Beaumont, W. E. Peers, Burnell, B. L. Stock and E. P. Buttress.

ADMIRALS v. GENERALS.

GOLF VICTORY FOR NAVAL MEN.

The first of what is to be an annual match between a team of Admirals and a team of Generals was played at Camberley Heath, when the former proved successful by 13 points to 5.

Some excellent golf was played, and the top single deservedly ended in favour of the Generals, Lieut. General H. B. Fawcus beating Vice-Admiral E. A. Taylor by 2 and 1. Taylor won the first two holes, and was still in front at the eleventh, but Fawcus squared, thanks to a fine shot at the thirteenth, took the lead at the next, and went in off his opponent's ball to win the fifteenth. Two following halves gave Fawcus the match. Results:—

ADMIRALS.		GENERALS.	
Vice-Adm. E. A. Taylor	0	Gen. H. B. Fawcus	(2/1) 1
Rear-Adm. B. V. Brooke	(4/3) 1	Maj.-Gen. Sir C. Mackenzie	0
Rear-Adm. A. C. Ransom	0	Maj.-Gen. Sir T. O. Marten	(2/1) 1
Rear-Adm. W. Gask	(1 up) 1	Gen. Sir E. E. Kiggell	0
Vice-Adm. A. Y. Moggridge	(7/6) 0	Maj.-Gen. C. M. Mathew	0
Rear-Adm. H. Lynes	1	Maj.-Gen. C. W. Gwynn	1
Vice-Adm. A. N. Campbell	0	Gen. Sir H. Mercer	(5/2) 1
Rear-Adm. T. N. James	(1 up) 1	Gen. Sir H. Anderson	0
Rear-Adm. Sir C. Roys	(1 up) 1	Maj.-Gen. H. D. de Price	0
Vice-Adm. R. W. Skelton	(6/4) 1	Maj.-Gen. P. W. Barrow	0
Vice-Adm. Sir H. Watson	(6/4) 1	Gen. Sir W. Braithwaite	0
Rear-Adm. C. M. Forbes	(7/6) 0	Maj.-Gen. A. H. Marindin	0
Total..... 5 1/2		Total..... 1 1/2	

Foursomes.

Taylor and Brooke	1	Fawcus and Mackenzie	1
Gask and Ransom	(4/3) 1	Marten and Mathew	0
Lynes and Moggridge	(1 up) 1	Mercer and Gwynn	0
Campbell and James	0	Kiggell and Braithwaite	2
Royds and Skelton	(3/2) 1	Price and Anderson	0
Watson and Forbes	(4/3) 1	Barrow and Marindin	0
Total..... 4 1/2		Total..... 1 1/2	

HEALTH OF THE COLONY.

TUBERCULOSIS DEATHS LAST WEEK.

A total of 77 deaths (1 European and the remainder Chinese) from tuberculosis were reported last week. There were 13 deaths from malaria, 1 European and 12 Chinese. Small-pox figures showed a welcome decline, there being only seven new cases and six deaths. New diphtheria cases totalled 5, and there were the same number of fatalities. One case of typhoid and 1 of puerperal fever were also reported.

On Monday two cases of small-pox and 3 of diphtheria (1 European) were notified.

HONG KONG JOCKEY CLUB.

THE HANDICAPS.

The following are the handicaps for the tenth extra race meeting at Happy Valley next Saturday:

December Handicap "A" Class.
Young Pretender, 130 lbs.; King's Counsel, 133; Majestic Hall, 138; One Third, 173; Our Prince, 140; Monterey Day, 155; Chesapeake Bay, 168; Winsome Stag, 160; Boxing Eve, 182; Grand Tattoo Eve, 140; Misty Eve, 140; Duke of Chantilly, 134; Town Hall, 140; Imperial Hall, 140.

December Handicap "B" Class.
King's Falloch, 137 lbs.; Pacey, 147; Peck, 140; Campbell, 133; Buster, 155; Fifty Fifty, 160; Duke of Melrose, 150; The Jamaica, 145; Tarnacadam, 150; The Triumphant Stag, 164; Thunderbolt, 150; Loch Alsh, 150; Huntingdon, 158; Cream Cracker, 150; San Francisco, 168; Mount Elburz, 144; City Hall, 170.

December Handicap "C" Class.
Tartar, 142 lbs.; Sunshine, 152; Armony, 153; Wuchang, 151; Zircon II, 145; Monk, 152; Fanning Stag, 150; Bright Prospect, 143; Sztarnak, 157; Chemal, 140; Erstwhile, 157; Moynagh, 145; Inca, 140; Duke of Milan, 160; Glory, 150; Loch Etive, 150.

December Handicap "D" Class.
Papaya, 162 lbs.; The Ptarmigan, 161; Kum On, 158; Kom Tong Hall, 151; Duke of Niebung, 158; Mountain Air, 152; Desert Wind, 155; Ching Hoi, 150; Fair Eyes, 145; Sun-Loch, 154; Pimpkin, 153; Ploughman, 140; The Jungle Book, 140; Cavalier, 170; Duke of Normandy II, 170.

MACAO'S GOVERNOR.

RECEPTION AT CLUB LUSITANO.

Yesterday afternoon H.E. Senhor A. Tamagnini-Barbosa, Governor of Macao, accompanied by Mme. Barbosa, arrived from Lisbon by the M.M. steamer D'Artagnan. His Excellency will make a short stay in Hong Kong before continuing his journey to Macao, and during the next two days will be the guest of H.E. the Governor of Hong Kong.

As will be seen from an advertisement appearing elsewhere, the Club Lusitano extends an invitation to the entire Portuguese community of Hong Kong and to Portuguese visitors from Macao to a reception which will be held at the Club on Thursday next, December 5, at 5.30 p.m.

The Consul-General for Portugal, Mr. A. Corveira d'Albuquerque e Castro, will extend to the Governor of Macao a cordial welcome, on behalf of the Portuguese community of Hong Kong, and as President of the Lusitano the Hon. Mr. J. P. Braga will deliver a short address.

Following Senhor Barbosa's reply, tea will be served, after which there will be dancing until 8.30 p.m. Two orchestras will be in attendance, and will be supplemented by Mr. P. N. Sequeira and his band, composed exclusively of members of his family, who will render selections during the evening.

BOXING

CITY HALL.

SATURDAY, DECEMBER 7th.
At 9.15 p.m.

Heavy Weight Championship of the Colony.

A. B. ROWLES
H.M.S. "Marazion"

L. STOKER
MANN
H.M.S. "Cornwall"

Welter Weight Championship of the Colony.

L. S. CREIGHTON
H.M.S. "Cornwall"

L. STOKER
MORRISH
H.M.S. "Hermes"

and Three Other Contests.

Booking for Members at MOUTRIE'S THURSDAY, 5th DECEMBER.

General Public: FRIDAY & SATURDAY, 6th & 7th DECEMBER.

Prices:—RINGSIDE: \$5.00, \$4.00, \$3.00, \$2.00, \$1.00, 50c, 25c, 10c, 5c, 2c, 1c.

K.R. ASSOCIATION.

MILITARY HORSES GRAZING GROUND.

PLAYGROUND AND PUBLIC CONCERTS DISCUSSED.

At the November monthly meeting of the General Committee of the Kowloon Residents' Association, Mr. C. M. Manners, O.B.E., the President of the Association, took the chair, and others present included Mr. F. C. Mow Fung (Vice-President), Mr. E. Abraham (Hon. Treasurer), Mr. C. E. Terry (Hon. Secretary), and Messrs. E. Cock, M.B.E., F. W. Stapleton, R. Festo, H. Up, J. M. Alves, J. H. Hunt, O.B.E., Li Jow Son, C. B. Briggs and E. C. Tregillus.

Correspondence drawing the attention of the G.O.C. to the danger attendant on military horses grazing in residential areas, particularly in the vicinity of the Children's Playgrounds, was laid on the table. In his reply, the G.O.C. regretted that the actual unit at fault could not be traced, but stated that instructions had been issued that grazing and exercise of these animals should be carried out in non-residential areas as far as possible.

The Children's Playground.

In reply to a letter from the Association pointing out the nuisance created by the unauthorised use of the swings, etc., in Chatham Road playground after dark, owing to the gear not being locked up, the Director of Public Works stated that this was occasioned by the locks being stolen at various times. He further stated that the matter was receiving the attention of the Police.

The proposals of the P.W.D. with regard to the Middle Road playground having been fully discussed at a previous meeting, a letter from the Association to the P.W.D. embodying the Committee's suggestions was read and approved. The suggestions included (1) A 4-foot wall along the Salisbury Road frontage, in lieu of the proposed post and rail fence. The latter was not considered adequate, as it is necessary to prevent the children climbing over or scrambling through the fence into the heavy traffic of this road.

(2) The Lavatory and Shelter to be separate.
(3) A Chinese tile roof to the shelter in place of the proposed wood and malthoid.
(4) Two gates only, one at North-West and one on Salisbury Road opposite the bus stopping place—the latter to have a bar erected to prevent children running straight across the pavement into the road.

(5) Increased seating accommodation in the shelter and grounds.

Band Concerts in Kowloon.

Correspondence with the Colonial Secretary, wherein it was stated that Government would provide an initial subsidy of \$200 per concert for six band concerts in Kowloon, the organisation of which would be left in the hands of the Association, having been discussed, together with the Association's letter expressing their willingness to undertake the organisation of these concerts, the sub-committee appointed to go into the matter reported that preliminary arrangements had been made, but as funds would not be available until January 1, 1930, and as it was not desirable to hold such concerts during the cold weather, final arrangements would be left to the Committee for 1930.

Other business having been dealt with, the meeting closed; any members whose subscription for 1929 are unpaid are requested to forward them to the Hon. Treasurer, Mr. E. Abraham, c/o Messrs. Tester & Abraham, as soon as possible, as the financial year closes on the 31st December.

FORGED \$100 BANK NOTES.

PROCEEDINGS CONTINUED AT MAGISTRACY.

CHINESE FOKI CHARGED WITH UTTERING.

Cheung Chin Shan of the Lee Fung Hang firm who was charged with possession and uttering of six forged \$100 bank notes again appeared before Mr. A. W. G. H. Grantham yesterday.

Mr. Leo D'Almada e Castro, junior, instructed by Mr. J. M. D'Almada Remedios, appeared for the defence. Mr. H. J. Armstrong, of Messrs. Doncons represented the Shiu On Wing firm to whom the forged notes were alleged to have been passed. Mr. M. M. Watson represented the Lee Fung Hang firm where the defendant was employed.

The manager of the Lee Fung Hang firm was recalled and in reply to the Magistrate stated that the defendant, on returning to the shop at 2.30 p.m. handed over the change after making payment to the Shiu On Wing and another firm. The cash receipt book, bearing the chop of the recipients, was also returned at about that time.

The accountant of the Shiu On Wing firm, who had at a previous hearing stated that it was he who first noticed the forgery, was recalled for further cross-examination by Mr. D'Almada.

Answering counsel, witness said that there were thirteen entries on November 4 for cash received. Of these, ten were in his writing and he agreed that among the sums received were items of \$6,000, \$3,500, \$1,500 and two of \$500 odd.

Mr. D'Almada: Are you sure that these six \$100 notes are not part of any of these payments—I am sure they are not.

In reply to further questions, witness said that when he received any money, he generally placed it in a safe to which he held a key. There was one other key to that safe, but at the material time, the holder of that key was away from Hong Kong.

Witness said that during the *fracas* in his shop, a police officer arrested the defendant. He did not know whether the man was a policeman or a district watchman, but said that outside the shop the man had his hand on the defendant.

Mr. D'Almada: Did the policeman strike him at all?—No.

I put it to you that when the defendant saw the notes in question in your shop, he said that the notes had nothing to do with him—I insisted on his changing the notes and he said he had no money to change them.

Who prevented the defendant from running away from the shop—I and a man named Wong. Mr. Armstrong (re-examining): Did he make a serious attempt to get away?—He merely tried to walk away but we stopped him.

Did you have to stop him forcibly or did you just tell him to stop?—We stood in front of him. In answer to a question by his Worship, witness said that the defendant used the telephone after he was prevented from leaving. Witness could not understand the dialect and he could not tell the Magistrate what passed. Asked if he could remember the number, witness said he could not.

The accountant, of the Tai Luk Preserve Company, one of the firms to whom defendant had made payment that day, stated that the defendant had called shortly after 2 p.m. and had paid an account of \$301.38 by tendering a \$500 note, for which he had been given change in Hong Kong Bank notes as follows—Three notes of \$50, two of \$10, four of \$5 and eight of \$1 and the rest in coins. Witness said he could not say what money the defendant had in his hand, as he was behind a raised counter at the time.

The case was adjourned until Friday afternoon.

XMAS & NEW YEAR HAMPERS

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2 Qts. King George IV Gold Label or Perfection Whisky.	1 Qt. Burgundy, Burgoyne's.
	1 Phial Pomeranzen Bitters.

No. 2 HAMPER—\$38.	
1 Qt. Guilletart Champagne.	2 Qts. Tawny Dry Port.
1 Pt. D.O.M.	2 Qts. St. Julien Claret.
1 Qt. Burgoyne's Burgundy.	1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Martell's XXX Brandy.	1 Qt. Vint de Pato Sherry.
2 Qts. King George IV Gold Label or Perfection Whisky.	1 Phial Pomeranzen Bitters.

No. 3 HAMPER—\$33.	
1 Qt. Burgoyne's Burgundy.	1 Qt. Engstrand's XXX Brandy.
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1 Pt. D.O.M.	1 Qt. Puritan Old Tom or Dry Gin.
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DEVELOPMENT OF MACAO.

ADMINISTRATIVE PROBLEMS.

GOVERNOR. EXPLAINS HIS POLICY.

Senhor A. Tamagnini Barbosa, Governor of Macao, and Mme. Tamagnini arrived back from Lisbon by the M. M. steamer D'Artagnan, yesterday. Shortly before his departure from Lisbon to resume office as Governor of Macao, His Excellency was interviewed by a representative of one of the leading Portuguese papers.

The Portuguese paper (translated into English) says:—

Governor Barbosa has left Lisbon to return to the high post of Governor of Macao. He has occupied this office since 1926 and has maintained with dignity his reputation as a distinguished colonial administrator and has ever guarded the nation's best interests.

Governor Barbosa is a high official in the Portuguese Colonial Service. He has been entrusted with many and varied duties in the public service and in all of them has always displayed a high degree of knowledge, bringing to bear on the discharge of his office the excellent qualities of great discernment and zeal, coupled with a deep interest in his work.

A few minutes before his departure, although we knew that most of his time would be taken up with other matters, we took the liberty of asking His Excellency Governor Barbosa to grant us an interview, in the assurance that he would be able to impart information on many matters that most of our readers will be keenly interested to learn.

We asked: "What will be Your Excellency's policy on resuming the governorship of Macao?"

Fantao to Go.

Governor Barbosa replied: "My policy will be identical with that which I have followed since my appointment as Governor of Macao, namely, to reduce expenditure to the greatest possible extent, doing away with all unnecessary offices; in other words, all such as can be abolished without impairing the efficiency of the colony's services."

We asked: "Has Your Excellency devoted your attention only to financial matters?"

"No," replied Governor Barbosa emphatically. "As you know, the economic organization of that distant and picturesque Portuguese colony has not been exactly what we would like it to be, and this condition of things has prevailed for some time past. We aspire to the substitution of certain forms of revenue—though they are common enough elsewhere; for we are anxious to do away with the revenue from such sources as, for example, the sale of opium, licensed lotteries, and fan-tan, cutting down such revenues gradually until they can be completely abolished. This line of action has to be, in my opinion, the principal concern of the person entrusted with the government of the colony. It is for this very reason that I have, in accordance with the terms of international conventions, established a rigid control over the preparation and sale of opium, so as to bring about methodically the restricted use of this deleterious drug, which unfortunately is used to satisfy a craving, most harmful in its consequences. At the same time I am trying to reduce the number of Chinese lotteries in the hope that it might be possible to suppress them entirely, and in the same way I hope to be able, with each successive tender in future, to reduce the number of fan-tan gaming houses, with the object of eventually doing away with any revenue derived from such sources."

New Enterprises.

The interviewer then asked, "Will not these measures affect the revenue of the colony?"

"Without a doubt," answered Governor Barbosa, "and it is for this very reason that I have endeavored to look for and increase revenue derivable from other sources. To effect this, I have sought to augment our revenues by new forms of taxation. To this end I have levied taxes on non-essential articles, and at the same time safeguarding the interests of the Colony's industries and manufactures, and also of products from almost indispensable as the Chinese of Macao will play a great part in the proper development of the region of Chung Shan, contiguous to our Colony, which is an agricultural district. And as the missions of the Padroado embrace an enormous area, greater even than that of Portugal itself, with a population of 10,000,000, it is evident that we will have a vast field in which their beneficent influence will be felt."

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"HOW AVOID IT?" ASKS THE HOUSEWIFE.

No matter how appetising a meal may be, it will not be fully appreciated if there has been fuss and flurry in the preparation of it.

The family which is kept waiting for ten precious minutes in the morning is not in the best humour to enjoy the mushrooms and bacon.

The guest who, through the slit in the drawing-room door, hears a terrific clatter of dishes and pans, is so embarrassed to think of the trouble he is causing that he cannot quite do justice to the excellent soup and delicately-browned cutlet.

Yet when a woman is running a house with the minimum of help, she can avoid the rush and worry of meal-times only by one method—

by looking ahead. Breakfast is in many ways the most important meal of the day—and it is often the most unsatisfactory.

The laying of meals is often a nuisance. The quiet hour or two after tea can be spoiled by having to wonder whether it is time to lay the cloth for supper. It is far better to make a single operation of it—where a separate room is used for meals—and lay the supper when clearing off the tea.

If the evening meal is cooked all the preparations should, of course, be made in the morning, the menu decided upon, meat and vegetables prepared, and pudding made.

Menus and marketing both need a mind that knows how to look ahead.

Official and Merchant Support.

Finally, I am doing everything possible to promote shipping lines between Macao and the other Portuguese colonies, especially with Timor, and between Macao and Portugal. To do this it is essential that my efforts shall be aided by the Government, and by the merchants and manufacturers of Portugal. I must state that I have had the support of the present Minister for the Colonies, an illustrious colonial administrator, who knows the colony of Macao and its needs thoroughly. I have also to acknowledge the support of Commander Mesquita Guimaraes, the present Minister's predecessor, and also that of the director-general of the Ministry, the personnel of that department and my own colleagues, without any exception. For the development of trade I am absolutely convinced that an Agreement should be entered into with the Government of Brazil, so that we could distribute in the Far East the produce of that great country and supply Brazil with all Far Eastern commodities needed in the markets of that country. Inter-communication by sea would contribute greatly to the solution of this problem."

"Does Your Excellency think of introducing other measures of an economic nature?"

Senhor Barbosa replied: "I wish to complete wireless communication with the other Portuguese Colonies and facilitate communication with the interior of Chung Shan district by doing away with certain formalities that can very well be dispensed with."

Teaching Missions Needed.

We asked again: "Are there problems such, for instance, as relate to education and such matters?"

The answer was: "These also are the subject of my earnest attention. I am convinced that we should assist the missions of the Padroado to enable them to accomplish their beneficent work, placing at their disposal the means that they need, and this can only be achieved by admitting to residence at Macao those missionaries including the nuns, who are not permitted by law to establish themselves in Portuguese territory."

"What is the chief aim of such a measure?"

"We can, by such a measure, secure educational establishments at Macao, to which can be attached special classes in engineering, agriculture, medicine, etc., as has been done at Shanghai and Hong Kong. Instruction in agriculture is almost indispensable as the Chinese of Macao will play a great part in the proper development of the region of Chung Shan, contiguous to our Colony, which is an agricultural district. And as the missions of the Padroado embrace an enormous area, greater even than that of Portugal itself, with a population of 10,000,000, it is evident that we will have a vast field in which their beneficent influence will be felt."

Good Results Already.

"Have your financial measures already produced appreciable results?"

His Excellency said: "Very good results. In addition to those I have already mentioned, I imposed in 1927 taxation on wines and tobacco, and more recently I established a Department of Economic Research, which I have entrusted to the care and zeal of two trusted and distinguished government officials, whose services have been justly appreciated by our Delegates at the League of Nations. They have been able to make an admirable defence of our interests against the unjust allegations that have so often been made against us."

"Are you satisfied with the contribution from Macao at the Seville Exhibition?" We asked Governor Barbosa.

"Very satisfied," was the reply. "Our contribution is an excellent one, due in great part to the intelligent and devoted efforts of Mr. Felix Horta and the engineer, Jacome de Castro. This contribution will surely produce excellent results, in making known to the European markets many of the products of the Far East, and it will certainly have a great influence in the development of Chinese trade at Macao."

THE F.A. CUP.

DRAW FOR SECOND ROUND PROPER.

[THROUGH REUTER'S AGENCY.]

LONDON, December 2.
The draw for the Second Round Proper of the F.A. Cup Competition was made to-day, resulting as follows:—

Carlisle v. Crewe.
Stockport v. Barrow.
Orient or Folkestone v. Northfleet.
Norwich or Coventry v. Bath City.
Newport v. Walsall.
Brighton v. Dagenham or Barry.
Manc. Cen. v. Wrexham.
Northampton v. Margate.
Leyton v. Fulham.
Doncaster or Shildon v. N. Brighton.
Southport or Chesterfield v. Gainsboro' or Port Vale.
Carnarvon v. Bournemouth.
Southend v. York City or Tranmere.
Bristol Rov. v. Accrington.
Scunthorpe v. Rotherham.
Q. P. Rangers v. Lincoln C.
Watford v. Plymouth.
Matches to be played on December 14.

This is the last round before England's crack teams enter the competition. The seventeen survivors will be joined by forty-seven new teams, including the forty-four sides in the South and Central Divisions, Crystal Palace and the Corinthians.

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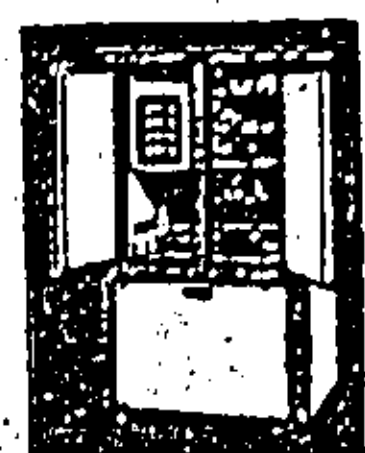
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MR. "KID" MARRIOTT
DISCHARGED.MEDICAL EVIDENCE AS TO
CAUSE OF WATCHMAN'S
DEATH.NO TRACE FOUND OF THE
BULLET.

Mr. Henry (Kid) Marriott, who was charged with the manslaughter of an Indian watchman at the Kowloon Docks on the afternoon of November 10, was acquitted by Mr. W. Schofield at the Kowloon Magistracy yesterday. The Magistrate held that the death was "purely accidental," the medical evidence having wiped out all suggestion that the deceased died as a result of a shot wound. Immediately after this evidence, the defending counsel, Mr. F. C. Jenkin, submitted to the Magistrate that he had no case to answer. After a long discussion the Magistrate decided that it would be premature to decide at that stage of the hearing and the evidence continued.

Following the close of the case for the Crown and the submission by the defence, the Magistrate unhesitatingly discharged Mr. Marriott from any responsibility for the unfortunate death, a verdict with which the prosecuting solicitor fully associated himself.

Mr. L. E. Andrews, Assistant Crown Solicitor, prosecuted and Mr. F. C. Jenkin, instructed by Messrs. Deacons, appeared for the defence.

The Case Outlined.

Opening the case for the prosecution, Mr. Andrews said that on Sunday, November 10, at 4 p.m., at Kowloon Docks, the deceased watchman went on duty. As Police Sergeant of the Docks it was part of defendant's duty to superintend the watchman. He was licensed to carry a revolver, and carried one on that day.

Shortly after the deceased went on duty he was approached from different directions by an Indian sergeant and the defendant. The sergeant enquired from the latter if everything was all right and on receiving a satisfactory reply, went on his way. After walking a few paces, he heard a shot fired, and on looking round, he saw a revolver drop from the defendant's hand. The latter was only a few paces away from the watchman.

The Indian sergeant went back and so did the accused. The wounded man said to the sergeant in Hindustani, "Mr. Marriott has shot me." The accused and the sergeant moved him to a place where he was made comfortable, and defendant at once telephoned for an ambulance.

When the ambulance arrived, defendant accompanied the wounded man to the Kowloon Hospital, and after leaving him in charge of the doctor, he made a report to the Police.

In the absence of the defendant whilst he was telephoning for the Ambulance, the deceased made no statement to the Indian sergeant. At the Kowloon Hospital it was found that an operation would be necessary, and as the Government Civil Hospital provided more adequate arrangements, the deceased was transferred there at 5.30. He was operated on, but never properly recovered from the effects of the anaesthetic.

Enquiries were made by the Police which showed that the victim and the other watchmen were on good terms.

The revolver was examined by the police and found to be in good order.

Defendant was charged with manslaughter on November 12, and made a statement. He said that on the day in question he was on patrol duty. At 4.15 p.m. he met the watchman and the Indian sergeant. They stopped talking and the sergeant then left them. He continued joking with the watchman. The latter then felt his pocket and asked if defendant kept his revolver there. The watchman also asked to see the gun, and in a playing manner, defendant jumped over a small object, and then took his revolver out to show to the other. Just as he got the revolver out of his pocket, it went off.

Medical Evidence.

Dr. J. E. Dovey of the Kowloon Hospital said that the deceased was admitted to the Hospital at about 4.30 p.m. on November 10, with an injured arm and abdomen. The patient's pulse was 80 and there was no indication of internal injuries. As the patient was not recovering, he was provided for Indian patients at the Government Civil Hospital, witness accordingly had the patient removed to Hong Kong.

Operated On At Once.

Dr. T. G. Ware, of the G.C.H., said that the patient arrived at about 5.30 p.m. He examined him and found his general condition good. The patient's history was read and witness decided to operate on him at once, at the same time giving him general anaesthetic. The injury in the abdomen was explored and a small perforation was found on the abdominal wall. Witness searched for a small bullet or foreign body but could find none. The patient's condition became worse and he died the next day. There had been very little hemorrhage from the injury in the abdomen.

Cause of Death.

A post mortem was held the next day and a search was made for the bullet but it could not be found. Witness said that he became rather puzzled as to the cause of death, as the deceased had had no attack of peritonitis and had not suffered from shock. Later, death was certified as being due to uraemia following general anaesthetic. Witness remarked that if he had known the state of the deceased's kidney he would have used local instead of general anaesthetic.

Further attempts to find the bullet were made by X-rays but without success. Speaking of the injury on the fore-arm, witness said that it was a jagged fracture. Witness also remarked that he thought the perforation on the abdomen was straight rather than on a slant, and was nothing like a bullet wound. The wound was square and not round. "I am inclined to believe," said witness, "that it may have been caused by the broken end of the man's own ulna. It looked just like a stab wound."

Explaining the disease of uraemia, witness said that it was a poisoning of the system by unknown substances associated with a diseased kidney. There are visible symptoms of uraemia, but it could not have been discovered in the present case before operation.

Submission By Defence.

Following the evidence of the doctors in charge of the case, Mr. Jenkin submitted that the defence had no case to answer.

Mr. Andrews protested and after a long discussion the Magistrate decided to carry on with the case.

The Indian Watchman.

The Indian sergeant who was the only other witness called by the prosecution said that the defendant and he approached the deceased together. He passed the deceased who waved a hand and said that "all was well." He had got some yards past him when he heard a report and turning around he saw the deceased drop. He rushed towards him but the defendant, who was about three feet away from the deceased at the time of the report, was already helping the wounded man.

Witness said that he did not hear the defendant say anything except "Ah," and he saw him drop a pistol. Witness could see that the deceased was wounded in the stomach and forearm. The defendant ran to the office and telephoned for the ambulance which came and took the deceased away. Defendant going with him. Witness said that he saw the defendant pick up the pistol. Whilst the defendant was telephoning the deceased did not say anything but when he first rushed to him and held him, the deceased said in Hindustani, "The shot has struck me, help me."

This evidence closed the case for the prosecution.

The Defence.

Mr. Jenkin in his submission to the Magistrate said that it was for the prosecution to prove that the death was caused by a fault of the accused and that he was acting in a reckless and dangerous manner. It was not a question of negligence but of intent.

Mr. Jenkin went on to define the word felon as an old English word derived from the Latin "fel" meaning fierce, and it suggested an action impelled by cruelty and hatred. The relations between the deceased and defendant were of the very best, and no evidence had been given to suggest that the fatality was due to anything but a pure accident. There was no evidence that the accused had any intention of discharging the firearm.

Referring to the medical evidence, Mr. Jenkin remarked that if the deceased's death was due to anaesthetic administered by the doctor then the death was not caused by gunfire.

The defence, however, were not called upon to explain the injuries, and speculation as to the cause could not be allowed in a Magistrate's Court. Mr. Jenkin concluded by remarking that there was nothing upon which the defendant could be committed to the Supreme Court.

Discharged.

Asked if the prosecution had anything to say, Mr. Andrews said that he had placed the case before the Court and he would leave it to His Worship to decide. The Magistrate accordingly had the patient removed to Hong Kong.

ROUND THE COURTS.

IGNORING A STOP SIGNAL.

When Mr. B. Pasco was summoned at Central Magistracy yesterday for ignoring the "stop" signal of a traffic constable, he stated that he had no recollection of the incident but would "take the constable's word for it."

An Indian constable said that about 8.20 a.m. on November 22, Mr. Pasco drove his car from Kennedy Road to Garden Road. Another car was proceeding down Garden Road, and witness gave the "stop" signal to defendant, but this was not obeyed.

Mr. Pasco attributed any misunderstanding to the fact that it was sometimes difficult to read the traffic officers' signals. The officers appeared to have different methods some using the right hand and others the left. Mr. Hamilton who heard the case observed that he had been driving at that particular spot for the last three months and he had always been able to understand the signals. He cautioned the defendant and advised him to approach the junction slowly in future.

TOUTING NUISANCE.

An Indian driver of a public car was fined \$10 for toutting on the Star Ferry Wharf on November 23. Mr. W. Kent, A.S.P., prosecuting, stated that at 12.35 a.m. he came across Hong Kong and the defendant drove up to the ferry wharf and solicited him. He told the man to go away, but he only drove round the "island" outside the ferry wharf and approached him again on the other side of the road. He then decided to summon the man.

CAUGHT: T. E. PEARCE!

Sentence of three months' hard labour was passed by Mr. A. W. G. H. Grantham on a fishmonger who attempted to obtain money from Mr. T. E. Pearce by false pretences. It appears that unknown to Mr. Pearce, the defendant who had been regularly supplying fish to Mr. Pearce's house on the Peak, stopped his supplies during August. At the end of the month, however, he called at Mr. Pearce's office with a bill for \$10.93 and was duly paid.

The fact that the defendant was no longer supplying fish became known to Mr. Pearce later and when the fishmonger called at the office with a bill for fish supplied in November, he was detained and the police were notified.

YOUNG THIEVES PUNISHED.

When a shopkeeper at Queen's Road West missed five jerseys from his stall, he suspected some boys who had been playing near his shop earlier in the day. After reporting the matter to the Police he went in search of these boys and found one actually wearing a stolen jersey. Later two others were traced.

At Central Magistracy yesterday, one of the boys was sent to prison for three months, as he had two previous convictions against him. Another, a boy of fifteen was sentenced to twelve strokes. The third was discharged on the grounds of insufficient evidence.

MELTING POINT OF WAX.

POINT FOR DECISION IN COURT.

Whether a consignment of paraffin wax was in accordance with the specification was a point which came for decision at the Summary Court yesterday, before the Puisse Judge (Mr. Justice Wood), when Ip Tak, trading as Ip Tak and Company, 38 A, Queen's Road Central, who were the sellers of 25 tons of paraffin wax, sued the defendant, the Yee Lee Cheung firm, 20 Wing Lok Street.

Mr. E. Davidson was for plaintiff and Mr. H. C. Lee for the defendant firm.

Mr. Davidson, for plaintiff, said that the wax arrived and was tendered for delivery but defendants refused to accept it on the ground that the melting point was not as specified in the contract. Nearly all the facts were agreed, and also that if the defendant were wrong, that if damages should be \$1,000. The only issue for the Lordship was whether the American melting point of the wax was 125-127 degs.

Mr. Davidson explained three tests, the English and A.S.T.M. tests (American Society for Testing Materials) which, he said, were substantially the same, and the American test.

Mr. A. C. Franklin, F.I.C., gave evidence, of testing the wax in question. By using the English method he arrived at a temperature of 122.6 to which he added three degs. to get the melting point of 125.5 degs. He said he always (Continued at foot of next column).

FRACAS IN RAFFLES HOTEL.

COURT SEQUEL TO FIGHT IN BALLROOM.

Singapore:—A fight in the ballroom of Raffles Hotel during a dance night was inquired into by Mr. C. S. Findlay, the Third Magistrate when William Lavies and his brother, Johan Lavies, were charged with using criminal force to Mr. R. H. C. Laverton, manager of the hotel, and to Mr. C. F. Stoeckli. The accused claimed trial. Mr. T. M. Wright appeared for the prosecution.

Mr. Laverton stated that while endeavouring to move Johan Lavies out of the ballroom, William struck him a blow across the cheek and cut it open.

Mr. Stoeckli stated that he lived at Raffles Hotel. On Nov. 3 after midnight he was sitting at a front table in the ballroom. He had just returned from the Victoria Theatre. Here he saw Mr. Johan Lavies and Mr. Laverton talking to each other. Mr. Johan Lavies then came to him and spoke to him. Witness told him that he did not wish to speak to him.

"He then walked round my table and said 'If you don't want to talk to me come outside and fight.' I told him to clear off. He went away, but came back two or three minutes later from the back and hit me straight on my glasses while I was sitting down. I got up and defended myself."

Mr. Stoeckli continued to say that he then saw Mr. Laverton and several others take hold of Mr. Johan Lavies. Witness had his cyclid cut and he went away to have his eyes washed. He did not see either Mr. Johan or Mr. William Lavies hit Mr. Laverton.

Defendant's Version.

Mr. William Lavies, in evidence, said that Mr. Stoeckli hit his brother on the face and knocked off his glasses and a fight started. Then Mr. Laverton came up with a few others and commenced to drag his brother out.

"Thinking that his brother could stick up for himself witness stood at his table watching. He then saw that about eight persons were going in for his brother so he joined in and started to hit out. Witness was pushed on a chair and he hit a tall man who was dressed in a dinner jacket."

Two police inspectors who were dressed in civilian clothes came up, and he and his brother accompanied them to the police station.

Giving his evidence in English, Mr. Johan Lavies said that after he had been in the ballroom a few minutes Mr. Laverton came up to him and told him that he had no right to be there and that if he tried to come again he would "get me kicked out by a Malay policeman."

Witness told him that he would come again because it would be very interesting to him. The reason why he was refused admission was because he had left the hotel on a previous occasion without paying his bill.

He suggested to Mr. Stoeckli that it would be better to put things right. Mr. Stoeckli then hit him on the face nearly knocking off his glasses.

In recording a conviction against both the accused, his Worship said that a certain amount of sympathy was due to Mr. Johan Lavies, whether the blow was intentional or unintentional, but he had got himself into trouble by going to the hotel where he was not wanted.

Mr. William Lavies was fined \$10 and costs, and Johan was bound over in a personal surety of \$50 to keep the peace for six months.

THE SAMOAN DANCERS.

The Samoan Dancers, who gave a delightful entertainment in the Theatre Royal again last night will appear at the Star Theatre to-night and to-morrow night. On Friday and Saturday nights they are giving two special performances in the Royal Navy Canteen Theatre, but for Services men only, and next week they leave for Hualphong and Hanoi, where they arrive just in time for the Hanoi Fair.

Following the practice of adding three degrees to the English test result to ascertain the American melting point because that had been found to be the average difference between the results obtained by the two methods.

Replying to Mr. Lee he did not consider Lewkowitch to be the greatest authority. The method he (witness) adopted was laid down by A.S.T.M.

Evidence of trade practice was given by Mr. H. K. Prosser, assistant in the Sales department. His Lordship reserved judgment.

WELL-DRESSED ENGLAND.

LONDON WOMEN NO LONGER MATCHLESS.

FASHIONS BOOM.

Thousands of coats, frocks, and hats, of a design and smartness to rival Paris, are being sent from London to the provinces.

Most of the buyers at the recent Fashions Exhibition at Olympia were from the provincial towns, and the exhibition was doing a roaring trade.

The old idea of the provincial woman, dowdy and out of date compared with her smart London cousin, is dead. Well-dressed women in Newcastle, Liverpool, Nottingham, and Cardiff are wearing the same clothes as well-dressed women in London.

Improved Taste.

It is the women of England, not simply the women of the metropolis, whose dress sense has improved out of all knowledge in the last few years.

"I am selling a better class of goods" to provincial buyers at this exhibition than ever before," said a salesman of one of the most prominent firms at Olympia. "I am also selling more."

"The provinces, in my opinion and experience, are every bit as well-dressed as London. The demand is greater this year because trade generally is on the up-grade, and there is more money to spend. This applies to the whole of England."

"Dresses are no more expensive this year, but coats are dearer, because there is more fur on them. A great deal of fur is being used as trimming, and most of it is real, not imitation."

Plentiful Orders.

All the exhibitors tell the same story. Trade was good and orders plentiful. The aisles of smiles at Olympia told a heartening tale of an industry that has benefited by competition, fought it, and gained ground.

The cosy and artistic rooms in which mannequins display dresses and coats for prospective buyers were little hives of prosperity.

The British dress trade is undoubtedly thriving.

THE SHANGHAI COURT.

CHINESE DELEGATES APPOINTED.

[THROUGH REUTER'S AGENCY.]

NANKING, Dec. 3.

It is announced that the Chinese Commissioners have set December 9 as the opening date for the Sino-Foreign Conference relative to the reorganization of the Shanghai Provisional Court. It is stated that notifications to that effect are being despatched to the foreign delegates concerned, most of whom are now in Shanghai.

It is understood that the Japanese delegates will not participate. The Chinese Commissioners are stated to have decided to propose that the Provisional Court will be converted purely into a Chinese judicial organ.

To the Publishers

"HONG KONG WEEKLY PRESS"

11, ICE HOUSE STREET, HONG KONG

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from 1929 to

addressed as follows:—

SUBSCRIPTION PAID IN ADVANCE.

\$13.00 per annum for delivery in Hong Kong.

\$15.00 per annum to any part of the world including postage.

His Lordship reserved judgment.

Money and Markets

IMPORTS-PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber of Commerce cannot accept responsibility for the accuracy thereof.

Metals.		Quotations.
LEAD—	Spot	16.80
B.M.	Spot	17.20
To arrive		17.20
Australian—B.H.P.	Spot	17.20
To arrive		17.50
Tin Plates—		
English I.C.W.	20" x 14"	11.50
100 lbs. Spot	per box	11.50
English I.C.W.	To arrive	11.40
English I.C.W.	10 1/2" x 14"	11.50
110 lbs. Spot		11.50
English I.C.W.	To arrive	11.50
American I.C.W. (Spot)	20" x 14"	13.50
100 lbs. 112 sheets	per box	13.50
American I.C.W. To arrive	20" x 14"	13.20
100 lbs. 112 sheets	per box	13.20

Petroleum Products.		British.
WHITE ROSE BRAND	per case	\$4.08
COMET BRAND	per case	3.80
COCK	per case	3.80
EAGLE BRAND	per case	3.80
SECURITY MOTOR GASOLINE	per case	3.80
SILVER LIGHT	per case	3.80
CROWN BRAND	68 lbs. per 2 tins	3.60
8 1/2 galls. 68 lbs. per bulk		3.30
CROSS BRAND	71 lbs. per 2 tins	3.24
8 1/2 galls. 71 lbs. per bulk		3.24
LAMP GLASS	per 2 tins	3.42
SHELL MOTOR SPIRIT	per case	3.20
"	per 2 tins	3.20
"	per bulk	3.45
"	per gallon (ex pump)	0.65
TEXACO "SCALE"	per case	3.80
" "Yin Foo"	per case	3.80
" "TEXACO AUTO GASOLINE"	per case	3.20

Coal.		Quotations.
KAIPIING—No. 1 Lump	per ton	\$15.00
" "No. 2 Lump	per ton	15.00
" "No. 1 Slack	per ton	9.40
" "No. 2 Slack	per ton	8.70

Flour		Quotations.
American Patent	per sack	\$4.28-4.30
Straight	per sack	3.30-3.50
Cut off	per sack	3.40-3.70
Australian No. 1	per sack	3.70-3.88
Canadian	per sack	3.15-3.25
Straight	per sack	3.10-3.20
Mixture	per sack	2.80
2nd Clear	per sack	2.80

BEAUTY CONTEST FOR CONVICTS.

RIVAL CLAIMS OF DANCING PRISONERS.

What do criminals think about in prison? Do they plan new crimes or regret old ones? Do they, as the films suggest, spend their days and nights in anguish of thought of the women who are waiting (or not waiting) for them? Here is a chance to know the answer. Only one prison in the world has a newspaper. It is the San Quentin, California, Wall City News.

The prisoners, according to the issue of the newspaper appear to be thinking hard about three things—a sports meeting, a beauty contest, and a dancing entertainment. Nothing else is mentioned.

Readers are advised to vote for Jim, Jerry, Buzz, Seagull, Barnacle, and Bugs in the beauty contest, and trainers and competitors are interviewed on the chances of winning the sports. The Islanders appear to be competing with the Filipinos.

Dapper Brownskin. The announcement of the dancing entertainment contains the information that "Shields is a dapper brownskin lad that will knock your cap sailing for the loop." The announcement continues:—

"Smith will give you some idea of clogging de luxe. Following Smith comes Red Hunter. This Georgia Strawberry specialises in the naughty hula dance you have heard so much about. A word to the wise, etc. When we say hula we mean hula."

"And now, ladies and gentlemen, allow me to present to you La Belle Boatwright and Bob McCullah in a specialty act of excellence. La Boatwright needs no introduction. His dance has been acclaimed throughout the civilised world. Prince and pauper, all have worshipped this artist unique."

The newspaper concludes: "Lots of snap and ginger. Plenty of drama. Tears and laughter, and moments of sheer agony. Go! how that man could dance!"

London woman: It was on the right-hand side. Magistrate: Go in from where? Woman: From where my mother lives.

Willesden magistrate, to a woman: Go and see the rate collector; and if you are as nice with him as you are now, I am sure he will be nice to you.

Rate collector, at Willesden: I apply for 800 summonses for non-payment of rates. Magistrate: Only 800? Things are surely getting better.

Magistrate, at Maesteg, inspecting a medical certificate: I cannot make out what this disease is. Clerk: I thought I had better leave it alone. I had a shot at it, but I missed.

STOCKS.

American ... 300,000 bags

Canadian ... 80,000 "

Australian ... 20,000 "

400,000 bags

MARKET—Very weak. No business done.

Sundries.

Window Glass—

Fair average sizes

1/10" thick ... per box \$8.00

1/8" " (27-oz.) ... 14.50

China, India and Straits Produce.

SUGAR—

Java Rough White ... per picul \$7.85-7.88

(Reported sales 46,447 piculs. Spot.)

Java Rough White ... per picul \$7.73-7.83

(Reported sales 23,925 piculs. To arrive during Nov., Dec., 1929, Jan., Feb., Mar., 1930.)

Java Fine White ... per picul \$8.35

(Reported sales 1,950 piculs. Spot.)

Java Rough Brown ... per picul \$7.63-7.68

(Reported sales 1,125 piculs. Spot.)

Java Molasses ... per picul \$6.43-6.60

(Reported sales 2,654 piculs. Spot.)

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 2.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
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To Seattle and Victoria
The Short Strait Route via America
Fortnightly sailings on Tuesdays

Pros. Lincoln...Tues., Dec. 17
Pros. Madison...Tues., Dec. 24
Pros. Jackson...Tues., Jan. 14
Pros. McKinley...Tues., Jan. 29

Pros. Grant...Tues., Dec. 10, 4 a.m.
Pros. Cleveland...Tues., Dec. 24
Pros. Pierce...Tues., Jan. 7
Pros. Taft...Tues., Jan. 21

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD
Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pros. Van Buren Sun, Dec. 15, 8 a.m.
Pros. Garfield Sun, Dec. 22, 8 a.m.
Pros. Folk Sun, Jan. 12, 8 a.m.

Pros. Adams Sun, Jan. 26, 8 a.m.
Pros. Harrison Sun, Feb. 9, 8 a.m.
Pros. Johnson Sun, Feb. 23, 8 a.m.

To Manila

Pros. Lincoln...7, 6 p.m.
Pros. Cleveland...17, 8 p.m.
Pros. Madison...21, 6 p.m.

Pros. Pierce...31, 6 p.m.
Pros. Jackson...4, 6 p.m.
Pros. Taft...14, 6 p.m.

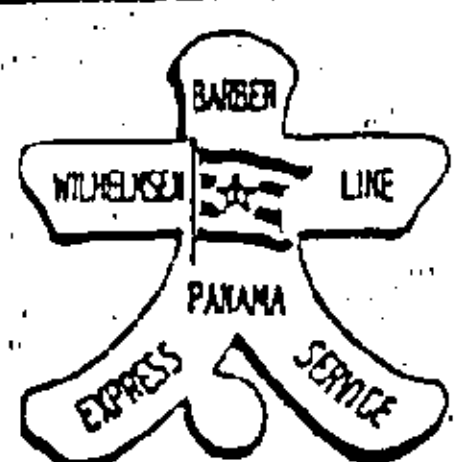
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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.E.W. ON
355 METRES.

RECORDS SUPPLIED BY
MESSRS. ANDERSON.

11 to 11.30 a.m.—Commercial news.
12.30 to 1.30 p.m.—Demonstration programme.

1.45 p.m.—Weather report.

3 to 6 p.m.—Gramophone records.

Symphonic Lappagole, for Violin and Orchestra (Part 5: Rondo (first half) (Lalo; Op. 21) and Part 6: Rondo (completion) (Lalo Op. 21), Leo Strockoff and Orchestra.

"The Pines Of Rome" (part 1 and 2) (Readlight), The Milan Symphony Orchestra.
"Sea Rapture" (E. Hulme Beauman and Eric Coates) and "Sweet Phyllis" (Lily Strickland), William Heseltine with Orchestra.

"The Five O'clock Girl" (Happy-go-lucky bird, Fox Trot) and (Who did? You did, Slow, Fox Trot) (Kalmarr and Ruby), The Piccadilly Players.

"La Paloma" (The Dove) (Yradier) and "La Golondrina" (Serradell), Paul Whiteman and His Orchestra.

"Round about a Wood" (Thos. Morley) and "Sleep, Sweet Lady" (Planché and Bishop), The Salisbury Singers.

Pleading (Moreau De Concert), (Haydn Wood) and "Devotion (Moreau De Concert)" (A. W. Keteley), Organ Solo by Terence Casey.

"Overcast—Jazzurka" (H. Wienlawski) and "Moment Musical" (Schubert-Kreisler), Violin Solo by Manuello.

"Melodie" (Gluck-Kreisler) and "Rondino" (Beethoven-Kreisler), Violin Solo by Yelli D'Aranyi.

"Dawn of To-morrow, Waltz" (Graville and Green) and "Polly, Novelty, Fox Trot" (Zamcicki), Fred Rich and His Hotel Astor Orchestra.

6 to 7 p.m.—Chinese records.
7.45 p.m.—Evening weather report.

9 to 10.30 p.m.—Gramophone records.
"The Music Box Revue—Selection, Part 1 and 2" (Berlin), London Theatre Orchestra.

"Otherwise She's Mother's Kind of Girl" (Squiers and Barker) and "A Tale of Other Times—Monologue" (N. Long and L. Pounde), Norman Long.

"Romance" and "Les Cloches" (Claude Debussy), Cello Solo by W. H. Squire.

"Son of Mine" (From "Freebooter Songs") and "The Rebel" (From "Freebooter Songs") (W. Wallace), Kenneth Walters.

Paul Jones—Selection, Part 1 and 2" (Pianquette), London Symphony Orchestra.
"Evening Song" (Schumann, Op. 65, No. 12, Willeke), Annes Th. Rev. (Claus), Cello Solo by Guepar Cassado.

(Continued on next Column.)

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Shanghai Dec. 6.
Alipore due from Japan Dec. 13.
Aller due from Europe Dec. 23.
Ammon due from Shanghai Dec. 23.
Anchises arrived from Shanghai Dec. 3.
Angers due from Europe Dec. 17.
Annam due from Europe Dec. 15.
Antenor due from Europe Dec. 12.
Anyo Maru due from Singapore Dec. 20.
Aths II due from Japan Dec. 18.
Awa Maru arrived from Europe Dec. 3.
Batavia Maru due from Japan Dec. 10.
Bellorophon due from Europe Dec. 27.
Beliana due from Japan Dec. 13.
Bendoran due from Europe Dec. 11.
Bremhaven due from Rabaul Dec. 18/19.
Bronxville due from Europe Jan. 19.
Burgeland due from Europe Jan. 5.
Canton due from Shanghai Dec. 20.
Ceylon due from Hamburg Dec. 20.
Change due from Australia Dec. 9.
Chenoneaux due from Shanghai Dec. 3.
Chinese Prince due from New York Dec. 17.
City of Durham due from Europe Dec. 13.
City of Hereford due from Europe Jan. 15.
City of Kobe due from Europe Jan. 12.
City of Shanghai due from Shanghai Dec. 8.
Coblant due from Europe Jan. 15.
Cyclops due from Japan Dec. 20.
D'Artagnan arrived from Saigon Dec. 3.
Dakar Maru due from Japan Dec. 9.
Danmark due from Shanghai Jan. 4.
Demodocus due from Europe Dec. 31.
Dionides due from Shanghai Jan. 7.
Dollus due from Europe Jan. 3.
Empress of Asia due from Shanghai Dec. 12.
Empress of Canada arrived Vancouver Dec. 2.
Empress of Russia arrived Kobe Dec. 4.
Ermland due from Europe Dec. 28.
Ganges Maru arrived from Singapore Dec. 3.
General Metzinger due from Europe Jan. 14.
Glennay due from Europe Jan. 5.
Glengary due from Europe Jan. 15.
Glenfleur due from Shanghai Dec. 22.
Glenogle due from Europe Dec. 6.
Glenshane due from Europe Dec. 30.
Hakone Maru due from Japan Dec. 13.
Hakozaki Maru due from Singapore Dec. 8.
Havelland due from Europe Dec. 18.
Hector due from Europe Jan. 9.
Hilda due from Europe Dec. 23.
Himalaya due from Shanghai Dec. 27.
Hong Peng arrived from Europe Nov. 20.
Hmar due from Shanghai Dec. 18.
Hmar due from Shanghai Jan. 4.
Ixion due from Europe Jan. 7.
Jaypore due from Europe Dec. 8.
Kalyan arrived London Dec. 1.
Kamboe due from Singapore Dec. 7.
Khiva due from Europe Dec. 20.
Khyber due from Japan Dec. 27.
Koenigsberg due from Shanghai Dec. 24.
Lahn due from Shanghai Dec. 6.
Lahore due from Shanghai Jan. 10.
Malwa due from Japan Dec. 20.
Mantua due from Europe Jan. 2.
Mirzapore due from Europe Dec. 20.
Mishima Maru due from Shanghai Jan. 13.
Nellore due from Europe Jan. 6.
"If you want the Rainbow, you must have the rain—Fox Trot" (Levant, Ross and Dixon), Ben Selvin and His Orchestra.
"My Beautiful Rose (Mia Bella Rosa), Fox Trot" (Koehler and Magin), The Benson All Star Orchestra.
"Etude in C Sharp Minor, Part 1 and 2" (Chopin, Op. 25, No. 7), Pianoforte Solo by Harriet Cohen.
"A Pleading" (Tschakowsky, arr. Tertis) and "Three Sketches—No. 3 The River" (Lionel Tertis), Viola Solo by Lionel Tertis.
"Aida—Ritorna Vinctur, Part 1 and 2" (Verdi), Eva Turner.
"Ballyhooley Races" (John O'Leary and Billy Grey) and "Christening O'Sullivan's Child" (John O'Leary and Billy Grey), Talbot O'Farrell and Charles Penrose.
"She's Got It," Fox Trot (Davis, Akat and Gilbert) and "I Fell Head over Heels in Love," Fox Trot (Thayer and Parsons), Fred Rich and His Hotel Astor Orchestra.
"Orpheus with His Lute" (Shakespeare—Sullivan) and "Danny Boy" (Weatherly-Londonderry Air), Dora Labbette with Piano.
"The Wedding of Maggie Malone" (O'Leary) and "Fat Men Are Wonderful" (O'Leary), Talbot O'Farrell with Orchestra.
"Il Trovatore—Ah, Si Ben Mio" and "Il Trovatore—Di Quella" (Verdi), Talbot O'Farrell with Orchestra.
10.30 p.m.—Close down.

CONSIGNEE NOTICES.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Vessel "DANMARK" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th December, 1929, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ash on the 9th December, 1929, at 10 a.m.

All Claims against the Vessel must be presented to the Underwriter before the 13th December, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.
Hong Kong, 3rd Dec., 1929. [3709]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "RADNORSHIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 8th December, 1929, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined by Messrs. Anderson & Douglas, on 7th December, 1929, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hong Kong, 1st Dec., 1929. [3699]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "TEUCER"

FROM SEATTLE, VANCOUVER AND VICTORIA VIA JAPAN

are requested to take Delivery of Flour, and Lumber Shipments as soon as the Vessel is ready to discharge and are hereby notified that if their Lighters are not placed alongside the Vessel as required, their Shipments will be discharged into Holt's Wharf, Kowloon, at their expense, where the Cargo will also be at their risk and expense and subject to the Terms and Conditions of Storage at Holt's Wharf. The Vessel will Commence Discharge on the 2nd December.

General Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to the Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from the Godown on and after 2nd December.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after the 9th December, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 23rd December, or they will not be recognised.

CONSIGNEE NOTICES.

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No Claims will be admitted after the Goods have left the Vessel's Godown, and all General Cargo remaining undelivered after the 9th December, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 23rd December, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
1st December, 1929. [8708]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "ISAR"

having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "ISAR" has taken at HAMBURG and BREMEN Through Cargo for Hong Kong S.S. "LALAN" S.S. "DAN" S.S. "NARBE" from STOCKHOLM, OSKARSHAMN, BERGEN, MANTLYVOTO and GOTHENBURG.

All Goods remaining undelivered after the 9th of December, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 7th of December, 1929.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Countersignature.

MELOERS & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 2nd Dec., 1929. [8705]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motorship "KOENIGSBERG"

having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Motorship "KOENIGSBERG" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG S.S. "KONG RING" S.S. "KONG RAGNAR" and S.S. "NARBE" from OSLO, KOTKA and GOTHENBURG.

All Goods remaining undelivered after the 7th of December, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

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No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Countersignature.

MELOERS & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 2nd Dec., 1929. [8705]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motorship "KOENIGSBERG"

having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Motorship "KOENIGSBERG" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG S.S. "KONG RING" S.S. "KONG RAGNAR" and S.S. "NARBE" from OSLO, KOTKA and GOTHENBURG.

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MELOERS & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 2nd Dec., 1929. [8705]

NORDDEUTSCHER LLOYD

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 4th Dec.	Daylight
FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th Dec.	10 a.m.
HONGKONG, SHANGHAI & BANGKOK	"KWANGTUNG"	On 4th Dec.	11 a.m.
AMOI, SHANGHAI & DALNY	"LINAN"	On 4th Dec.	3 p.m.
SHANGHAI	"TEAN"	On 5th Dec.	3 p.m.
SANTUO, NINGPO & SHANGHAI	"NANNING"	On 6th Dec.	Daylight
SWATOW, SHANGHAI & TIENTSIN	"SZOHOEN"	On 8th Dec.	Daylight
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 8th Dec.	8 a.m.
AMOI & SHANGHAI	"KANCHOW"	On 8th Dec.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 8th Dec.	11 a.m.
HONGKONG, PAKHOI & HAIPHONG	"CHENGTOU"	On 12th Dec.	10 a.m.
AMOI, SWATOW & SINGAPORE	"ANNING"	On 15th Dec.	9 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 15th Dec.	11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHO"	On 18th Dec.	9 a.m.

SAILINGS SUBJECT TO ALTERATION.

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AUSTRALIAN-ORIENTAL LINE, LIMITED.

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days from Hong Kong	Days to Sail
CHANGTE	10th December	17th December
TAIPING	7th January, 1930	14th January, 1930
CHANGTE	11th February	18th February
TAIPING	11th March	18th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA"

on or about

7th DECEMBER

For FORT SAID, ANTWERP, BREMEN, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Danmark"	30th Nov.	4th Jan.
M.S. "Panama"	18th Dec.	25th Jan.
M.S. "Java"	3rd Jan.	12th Feb.

Optional Bills of Lading issued to United Kingdom Ports. For further particulars, please apply to:—

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AUGMENTED SERVICE SAILINGS EVERY 14 DAYS

TO BOSTON

AND NEW YORK

"SIAMESE PRINCE" ... Dec. 4th
"CHINESE PRINCE" ... Dec. 17th
"MALAYAN PRINCE" ... Jan. 1st

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

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Telegrams: Furnprince.

King's Building

[19]



FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

ATHOS II	17th Dec.	D'ARTAGNAN	4th Dec.
D'ARTAGNAN	31st Dec.	ANGERS	15th Dec.
ANGERS	14th Jan.	SPHINX	1st Jan.
SPHINX	28th Jan.	G. METZINGER	15th Jan.
G. METZINGER	11th Feb.	ANDRE LEBON	29th Jan.
ANDRE LEBON	25th Feb.	PORTHOIS	12th Feb.
PORTHOIS	11th Mar.	CERENONCEAUX	26th Feb.
		ATHOS II	12th Mar.

We can issue Through Tickets to Egypt, Syria, India, East Africa, Madagascar by Transshipment on Mail Steamers at Port-Said, or Djibouti.

For DUNKIRK via Port-Said, Olan, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to:—

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	DECEMBER 2, 1929.		Direction	Force	Wind	Barometer at Sea Level	DECEMBER 3, 1929.		Direction	Force	Wind
		Inches	Millim.					Inches	Millim.			
Wladivostok	30.62	777.8	23	N	5	0	30.61	777.5	10	NNE	4	0
Nemuro	30.50	767.0	...	WNW	1	...	30.20	767.0	...	NNW	3	...
Hokodate	30.30	769.3	...	NW	2	...	30.21	775.0	...	NW	2	...
Tokio	30.18	766.0	...	N	3	...	30.24	768.0	...	...	...	...
Kochi	30.24	768.0	...	...	0	...	30.22	767.5	...	WSW	1	...
Nagasaki	30.30	769.3	...	...	0	...	30.24	768.0	...	...	...	...
Kagoshima	30.28	769.0	...	ESE	1	...	30.22	767.5	...	NW	1	...
Oshima	30.26	768.3	...	NE	1	...	30.22	767.5	...	S	1	...
Naha	30.26	768.3	...	ENE	2	...	30.22	767.5	...	NE	1	...
Ishigakijima	30.22	767.5	...	E	2	...	30.16	766.0	...	NNW	1	...
Ronin Island	29.88	758.0	...	NW	2	...	29.98	761.5	...	NNW	1	...
Chefoo	30.52	775.2	32	NNE	4	...	30.58	776.7	22	NE	6	...
Shanghai	30.26	768.6	72	51	W	2	30.45	773.4	41	WNW	6	...
Gutzlaff	30.27	768.8	66	75	SSE	4	30.44	773.2	44	NW	6	...
Sharp Peak	30.14	765.5	72	76	N	1	30.19	766.8	64	N	1	...
Amoy	30.10	764.5	77	65	ENE	2	30.16	768.0	64	ENE	2	...
Swatow	30.08	764.0	70	86	ESE	2	30.14	765.5	60	N	1	...
Taiheku	30.19	766.8	79	55	SE	4	30.18	766.5	64	E	2	...
Taihu	30.20	767.1	77	...	...	...	30.17	766.2	55	...	...	...
Tainan	30.18	766.5	79	...	...	...	30.12	765.0	61	...	...	...
Koshun	30.18	766.5	75	...	...	...	30.12	765.0	70	...	...	...
Pescadore	30.18	766.5	75	...	...	...	30.13	765.3	68	...	...	...
Hong Kong	30.11	764.8	73	61	E	3	30.17	766.3	66	NE	4	...
Gap Rock	30.12	765.0	...	ENE	4	...	30.17	766.3	...	NE	4	...
Macao	30.11	764.7	79	55	SE	2	30.14	765.6	65	ENE	2	...
Hoihow	30.09	764.3	74	80	NE	5	30.11	764.8	71	NE	4	...
Pratas Island	30.06	763.5	79	76	ESE	4	30.17	766.2	68	NE	4	...
Philian	30.05	763.2	72	...	...	...	30.11	764.7	78	...	...	...
Tourane	29.99	759.3	79	...	...	...	29.95	760.8	75	...	...	...
Cape St. James	30.04	762.9	77	61	NE	4	30.06	763.5	72	NE	4	...
Basco	30.01	762.3	73	79	...	...	30.01	762.3	73	...	...	...
Aparri	...	...	...	...	...	...	30.01	762.3	68	...	...	...
Tuguegarao	...	...	...	...	...	...	29.88	760.2	72	...	...	...
Vigan	29.89	759.3	84	60	WNW	2	29.94	760.5	72	...	...	...
Manila	29.88	759.0	84	74	NNE	4	29.91	759.6	75	...	...	...
Legaspi	29.88	759.0	81	73	NNE	4	29.91	759.6	72	...	...	...
Calbayog	29.86	758.4	84	71	NW	4	29.92	759.9	75	...	...	...
Tacloban	29.86	758.4	84	60	NE	4	29.91	759.6	73	...	...	...
Iloilo	29.85	758.1	84	55	NE	4	29.87	758.7	78	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	12.22	29.75	755.7	...	...	...	29.81	757.2	...	...	...	...
Guam	11.60	29.71	754.5	...	...	...	29.74	755.4	75	...	...	...
Yap	...	...	...	...	...	...	29.60	756.9	75	...	...	...
Pelew	...	...	...	...	...	...	29.66	758.4	77	...	...	...
Ponape	...	...	...	...	...	...	29.77	756.1	76	...	...	...
Labuan	14	29.88	758.9	86	84	NE	2	...	...	...	...	...

December 3d. 11h. 25m.—The anticyclone now covers the whole of China and Manchuria and has attained considerable intensity. Fresh monsoon will prevail along the China coast and over the China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 69.40 inches, against an average of 82.03 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON DECEMBER 4.

- 1.—Formosa Channel ... N.E. winds, fresh to strong.
- 2.—South coast of China between Hong Kong and Lamochs ... N.E. winds, fresh to strong.
- 3.—Hong Kong to Gap Rock ... N.E. winds, fresh to strong.
- 4.—South coast of China between Hong Kong and Hainan ... N.E. winds, fresh to strong.

G. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 3.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.10	30.53	30.14
Temperature	71	72	71
Humidity	69	64	66
Wind	E	E	WSW
Direction	E	E	WSW
Force	3	2	3
Weather	B	B	C
Rain	0.0	0.00	0.00

Highest open-air Temperature, 73.73

Lowest open-air Temperature, 5.86

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

AFTER YOU GO AWAY

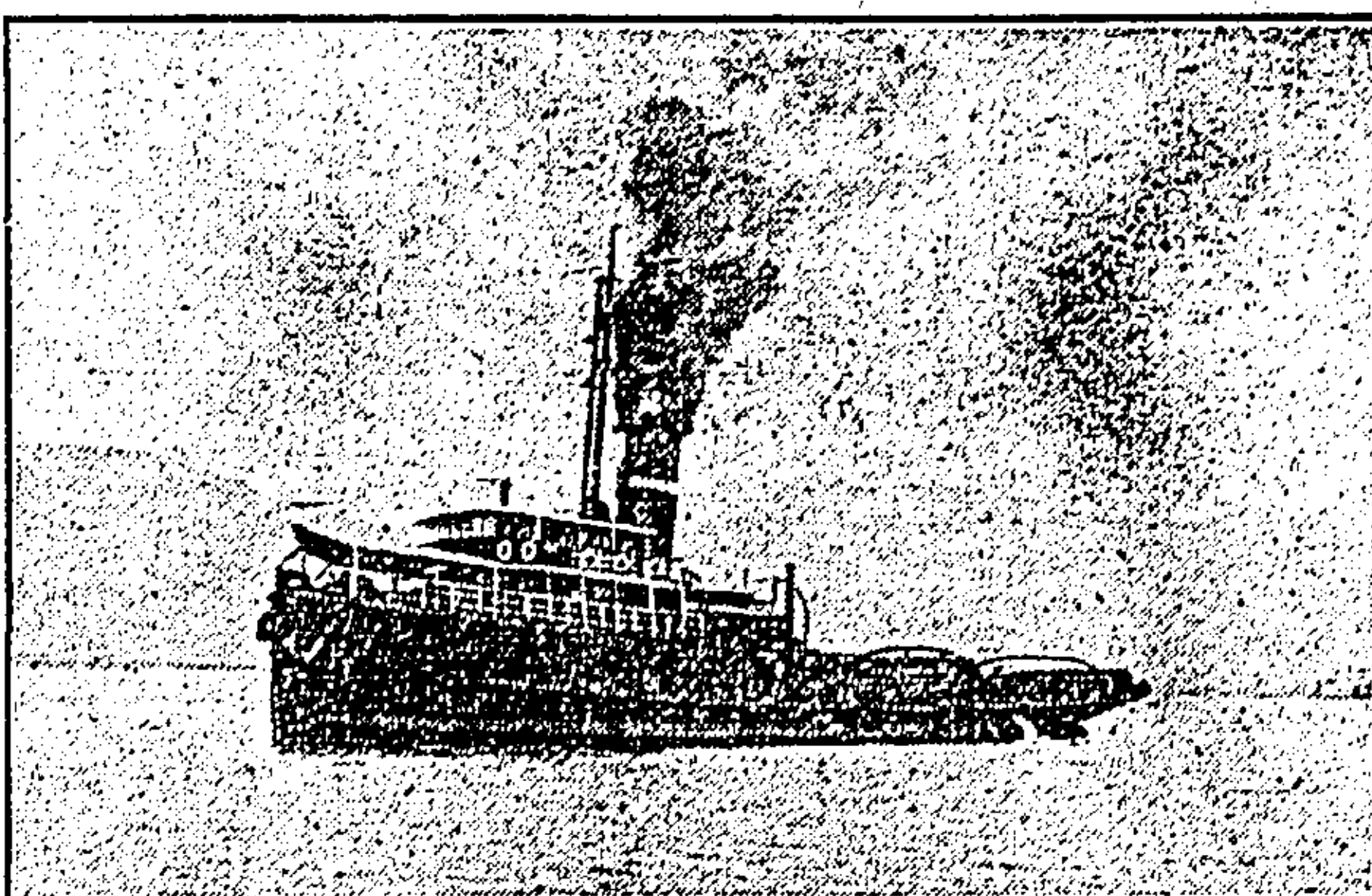
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOPBANG" "YATSHING" "KWONGSANG" "CHAKSANG" "KWAISANG"	Wed., 4th Dec., at 7 a.m. Sun., 8th Dec., at 7 a.m. Wed., 11th Dec., at 7 a.m. Sun., 15th Dec., at 7 a.m. Wed., 18th Dec., at 7 a.m.
OSAKA via MOJI & KOBE	"YUENSANG" "SUISANG"	Thurs., 5th Dec., at 7 a.m. Wed., 18th Dec., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUMSANG" "HOSANG"	Tues., 31st Dec., at 7 a.m. Sun., 19th Jan., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG" "KUTSANG"	Wed., 18th Dec., at 3 p.m. Sat., 25th Dec., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Fri., 27th Dec., at 3 p.m. Sat., 4th Jan., at Noon
TIENTSIN via FOOCHOW & WEI-HAI-WEI	"CHIESHING" "CHEONGSHING"	Fri., 18th Dec., at 7 a.m. Sun., 22nd Dec., at 7 a.m.

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TELEPHONE: CENTRAL No. 215.

GLEN LINE.

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Steamship "GLENIFFER"	...	23rd December
Steamship "GLENSHANE"	...	5th February
Motor Vessel "GLENGARRY"	...	5th March
To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.		
Motor Vessel "GLENGGLE"	...	5th December
Steamship "GLENSHANE"	...	1st January
Motor Vessel "GLENGARRY"	...	6th January
Motor Vessel "GLENGARRY"	...	17th January
Motor Vessel "GLENGARRY"	...	31st January

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Freight	S.S. "Ulm"	...	departure	18th Dec.
Freight	S.S. "Koenigsburg"	...	departure	24th Dec.
Express Freight	S.S. "Isar"	..	departure	6th Jan., 1930
Pass.	S.S. "SAARBRUECKEN"	..	departure	11th Jan.
Freight	S.S. "Augsburg"	...	departure	20th Jan.
Express Freight	S.S. "Aller"	...	departure	24th Jan.
Pass.	S.S. "COBLENZ"	...	departure	8th Feb.
Freight	S.S. "Schlesien"	...	departure	18th Feb.

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TAKAOKA MARU ... Wednesday, 11th Dec.

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YOKOHAMA MARU ... Monday, 16th Dec.

MISHIMA MARU ... Tuesday, 14th Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

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HAKONE MARU ... Saturday, 14th Dec.

SUWA MARU ... Saturday, 23rd Dec.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 25th Dec.

AKI MARU ... Wednesday, 22nd Jan.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Wednesday, 11th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Sunday, 22nd Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Friday, 6th Dec.

NEW YORK, BOSTON via PANAMA.

TAKAOKA MARU ... Thursday, 19th Dec.

LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.

+ DAKAR MARU ... Tuesday, 10th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

+ PENANG MARU ... Monday, 9th Dec.

+ SHANGHAI, KOBE & YOKOHAMA.

+ RANGOON MARU (Mojit direct) ... Friday, 6th Dec.

+ HAKOZAKI MARU ... Monday, 9th Dec.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS, 14,400 TONS;
THROUGH CARGO
30,400 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:-

Cargo for	Through
H.K.	Ports.
British	
Larchbank, 270	5,860
Antung, Amoy	1,000
Apocoy, Hongkong	4,900
Anhui, Singapore	300
Sunning, Canton	690
Teau, Shanghai	380
Linan, Canton	210
Huichow, Canton	40
	5,160
American	
Texas, Astoria	1,650
G'den Mountain, Los Angeles	1,140
	2,790
Danish	
Copenhagen	1,000
Bintang, Bangkok	1,430
	3,390
German	
Bertram, Hamburg	190
Isar, Bremen	540
	730
French	
Chenonceaux, Yokohama	920
	920
Italian	
Venezia, Trieste	150
	1,500
Japanese	
Asama Maru, Los Angeles	210
Lushan Maru, Shanghai	50
	260
Portuguese	
Nam Peng, Hoilow	60
	60
Chinese	
Shui Hing, Macao	40
Wong Shek Kung, Saigon	1,950
	1,990
Total	14,400
	30,400

DAILY WATERFRONT NEWS.

PASSENGER TRAFFIC FIGURES.

The passenger traffic figures for the week ending November 30 are issued at the Harbour Office as under:-

Arr.	Dep.
Ocean going	14,653
River steamers	23,326
Junks, etc.	707
Total	38,686
	36,033

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Antung (Br.) Amoy, Swatow	815
Anhui (Br.) Singapore	62
Sunning (Br.) Canton	93
Teau (Br.) Shanghai, Amoy	92
Bintang (Danish) Bangkok, Hoilow	11
Chenonceaux (French) Yokohama, Shanghai	12
Total	1,025

SHIPS IN HARBOUR.

The following vessels were in harbour yesterday:-

Wharves—Kowloon: Asama Maru, Pres. Grant, Isar; Holt's Anchises, Tjisalak; China Merchants: Tai Poo Sek; O.S.K.: Deli Maru; Douglas Lapraik: Haining.	
Docks—Kowloon: Hangsang, Chakung, Thalung, Ping Ching, Venezia, Kolambungan; Taikeo: Yuet On, Kweiyang, Hong Hwa, Ichang, Kwangchow, Seang Bee; Cosmopolitan: Dorry.	
Buoys—A1: Awa Maru, A2: Viminal, A3: Teucer, A4: Van Heutz, B9: Sunning, A10: Anhui, B11: Kwangtung, B12: Teau, B13: Kaying, C14: Lushan Maru, C17: Hervar, C18: Nam Peng, B30: Linan, A24: Tinhow, A25: Kenyo Maru, A29: Gonofar, A39: Danmark, B32: Hopsang, B34: Nanming, C35: Helikon, B36: Bintang, C37: Huichow, B38: Tai Fook Sang, C39: Halvard, C40: Wong Shek Kung, C43: Clara Jensen, C46: Helias, B50: Havre Maru, B51: Apocoy, A52: Pearl, C53: Koyo Maru, B54: Tonjer.	

CLEARANCES

December 3.

Anchises, for Singapore.	
Anhui, for Swatow.	
Awa Maru, for Shanghai.	
Bertram Rickmers, for Amoy.	
Chenonceaux, for Saigon.	
Golden Mountain, for Saigon.	
Hai Ning, for Swatow.	
Hervar, for Hongkong.	
Hon Sane, for Swatow.	
Kenjo Maru, for Bangkok.	
Koyo Maru, for Canton.	
Kwangtung, for Hoilow.	
Larchbank, for Shanghai.	
President Grant, for Manila.	
Pronto, for Swatow.	
Sagura Maru, for Canton.	
Sunning, for Swatow.	
Teau, for Canton.	
Texas, for Manila.	
Tonjer, for Chinwangtao.	

SUNRISE AND SUNSET.

FOR DECEMBER, 1929.

To-day	Sunrise	Sunset
	6.48 a.m.	5.39 p.m.
To-morrow	6.49	5.39
Friday	6.50	5.39

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF SHANGHAI" ... London, Rotterdam & Hamburg ... 6th December

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

"URBINO" ... via Suez Canal ... 31st December

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

"LARCHBANK" ... 3rd January

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

"TINHOW" ... 6th December

Leading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Koloro, Ludenda Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:-

THE BANK LINE, LTD.

ARRIVALS.

December 2.

Anhui, British str., 2,060 tons, Capt. G. H. Pennefather, from Singapore, buoy No. A10.—B. & S.	
Apocoy, British str., 1,770 tons, Capt. Chas. W. Shearer, from Hongkong, buoy at Wanchai anchorage.—We Fat Sing.	
Bintang, Danish str., 1,725 tons, Capt. V. Reister, from Hoilow, buoy No. B36.—John Mannings & Co.	
Ka Heng, Portuguese str., 380 tons, Capt. J. Cordova, from Kwang Chow Wan, Saikong Wharf.—Hong On S.S. Co.	
Nam Peng, Portuguese str., 573 tons, Capt. J. M. A. Pessanha, from Hoilow, buoy No. C19.—Shun On & Co.	
President Grant, American str., 8,405 tons, Capt. M. M. Jensen, from Los Angeles and Shanghai, Kowloon Wharf.—Dollar S.S. Line.	
Teau, British str., 1,351 tons, Capt. A. N. Taylor, from Amoy, buoy No. B12.—B. & S.	

December 3.

Anchises, British str., 10,000 tons, Capt. A. T. Shaw, from Japan and Shanghai, Holt's Wharf.—B. & S.	
Awa Maru, Japanese str., 3,748 tons, Capt. Y. Kotorii, from Singapore, buoy No. A1.—N.Y.K.	
Bertram Rickmers, German str., 2,546 tons, Capt. J. Prahm, from Manila, Stonecutters.—Sander Wisler & Co.	
Chenonceaux, French str., 8,360 tons, Capt. M. J. Clarice, from Yokohama, Kowloon Wharf.—M. M.	
Danmark, Danish str., 5,342 tons, Capt. P. Sorensen, from Singapore, buoy No. A29.—John Mannings & Co.	
D'Artagnan, French str., 9,008 tons, Capt. Malensana, from Saigon, Kowloon Wharf.—M. M.	
Deli Maru, Japanese str., 2,173 tons, Capt. E. Yamamoto, from Canton, O.S.K. Wharf.—O.S.K.	
Golden Mountain, American str., 3,729 tons, Capt. H. B. Hansen, from Shanghai, Stonecutters.—States S.S. Co.	
Hang Sang, British str., 1,356 tons, Capt. L. H. Hutchings, from Canton, Kowloon Wharf.—J. M. & Co.	
Havre Maru, Japanese str., 1,655 tons, Capt. Yuchi, from Moji, Wanchai.—M.B.K.	
Huichow, British str., 1,222 tons, Capt. E. M. Gellie, from Canton, buoy No. C37.—B. & S.	
Koyo Maru, Japanese str., 903 tons, Capt. S. Watanabe, from Keelung, buoy No. C53.—M.B.K.	
Linan, British str., 1,356 tons, Capt. W. J. Larter, from Canton, buoy No. B30.—B. & S.	
Sagura Maru, Japanese str., 1,007 tons, Capt. S. Matsushita, from Keelung, buoy No. C40.—M.B.K.	
Sunning, British str., 1,570 tons, Capt. W. Shaw, from Canton, buoy No. B9.—B. & S.	
Texas, American str., 3,633 tons, Capt. Arthur D. Hansen, from Kobe, Stonecutters.—States S.S. Co.	
Tonjer, Norwegian str., 1,948 tons, Capt. E. Stormer, from Canton, buoy No. B54.—Dodwell & Co.	
Wong Shek Kung, Chinese str., 1,044 tons, Capt. F. C. Novik, Saigon, buoy No. C40.—Kwong Hang Hing.	

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BUANA, OBYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	16,019	7th Dec. Noon	B'bay, Maru & L'don.
"BELTANA"	16,019	18th Dec.	Maru, L'don, Hull, B'bay, R'dm. & Straits, Colombo & B'bay. (A'warp.)
"ALIPORE"	5,473	19th Dec.	Maru, L'don, Hull, B'bay, R'dm. & Straits, Colombo & B'bay. (A'warp.)
"MALWA"	10,980	21st Dec.	Maru, L'don, Hull, B'bay, R'dm. & Straits, Colombo & B'bay. (A'warp.)
"KHYBER"	9,114	25th Dec.	Maru, L'don, Hull, B'bay, R'dm. & Straits, Colombo & B'bay. (A'warp.)
"RAJPUTANA"	16,568	4th Jan.	B'bay, Maru & L'don.
"LAHORE"	5,304	11th Jan. (Maru)	L'don, Hull, B'bay, R'dm. & A'warp.
"KEIWA"	9,185	18th Jan.	Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"MIRZAPORE"	6,715	22nd Jan.	Straits, Colombo & Bombay.
"JEYPORE"	5,318	25th Jan. (Maru)	L'don, Hull, B'bay, R'dm. & A'warp.
"MANTUA"	10,948	1st Feb.	Bombay, Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"KARMALA"	9,123	15th Feb.	Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"MACEDONIA"	11,120	1st Mar.	Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"KASHMIE"	8,355	8th Mar. (Maru)	Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"KALYAN"	9,144	18th Mar.	Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"RAWALPINDI"	16,019	29th Mar.	Bombay, Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"MALWA"	10,980	12th Apr.	Bombay, Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"RAJPUTANA"	16,568	26th Apr.	Bombay, Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"KASHGAR"	9,005	10th May	Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"MANTUA"	10,948	24th May	Bombay, Maru, L'don, Hull, B'bay, R'dm. & A'warp.
"KHYBER"	9,114	31st May (Maru)	L'don, Hull, B'bay, R'dm. & A'warp.
"KEIWA"	9,135	7th June	Maru, L'don, Hull, B'bay, R'dm. & A'warp.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TARLAWA"	7,938	11th Dec.	Singapore, Penang & Calcutta
"TILAWA"	10,006	20th Dec.	do.
"TALAMBA"	8,018	31st Dec.	do.
"TAKADA"	6,949	14th Jan. 1930	do.
"TALMA"	10,000	26th Jan.	do.

* Calls Rangoon.

B.L.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	3rd Jan., 1930	Marila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"NELLORE"	8,653	31st Jan.	do.
"TANDA"	6,856	28th Feb.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia by the P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawao, Timor, Durban, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,006	6th Dec. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka.
"RAJPUTANA"	16,568	6th Dec. Noon	S'hai, Kobe & Yokohama.
"ST. ALBANS"	4,500	16th Dec.	Moji, Kobe, Osaka & Yokohama.
"TALAMBA"	8,018	11th Dec.	Amoy, Moji, Kobe & Osaka.
"JEYPORE"	5,318	18th Dec.	S'hai, Moji, Kobe & Yokohama.
"KEIWA"	9,185	21st Dec.	do.
"MIRZAPORE"	6,715	24th Dec.	Moji & Kobe.
"TAKADA"	6,949	24th Dec.	Amoy, Moji, Kobe & Osaka.
		1930	
"MANTUA"	10,948	2nd Jan.	S'hai, Moji, Kobe & Yokohama.
"NELLORE"	8,653	7th Jan.	Moji, Kobe, Osaka & Yokohama.
"TALMA"	10,000	7th Jan.	Amoy, Moji, Kobe & Osaka.
"KARMALA"	9,123	17th Jan.	S'hai, Moji, Kobe & Yokohama.
"KASHMIE"	8,355	28th Jan.	do.
"KALYAN"	9,144	31st Jan.	do.
"RAWALPINDI"	16,019	4th Feb.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,980	14th Feb.	S'hai, Moji, Kobe & Yokohama.
"RAJPUTANA"	16,568	25th Feb.	S'hai, Kobe & Yokohama.
"KEYBER"	8,114	14th Mar.	S'hai, Moji, Kobe & Y'hama.
"KASHGAR"	9,006	27th Mar.	S'hai, Kobe & Yokohama.
"MANTUA"	10,948	6th Apr.	S'hai, Moji, Kobe & Yokohama.
"KEYBER"	8,114	10th Apr.	do.
"KASHGAR"	9,006	24th Apr.	do.
"MANTUA"	10,948	6th May.	do.
"KEYBER"	8,114	22nd May.	do.
"KASHGAR"	9,006	4th June.	do.
"MANTUA"	10,948	18th June.	do.
"KEYBER"	8,114	3rd July.	do.
"RAJPUTANA"	16,568	18th July.	Fhanghai, Kobe & Y'hama.
"KASHGAR"	9,006	31st July.	S'hai, Moji, Kobe, & Yokohama.
"MANTUA"	10,948	14th Aug.	do.
"KEYBER"	8,114	28th Aug.	do.

